

TRANSPORTATION AUTHORITY OF MARIN
BOARD OF COMMISSIONERS MEETING

SEPTEMBER 24, 2020

6:00 P.M.

Zoom link:

<https://us02web.zoom.us/j/82296362460?pwd=SSs3WEVSYmtjdnYvZzZnd2xGM1ZFdz09>

Webinar ID: 822 9636 2460

Passcode: 384459

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- Before the meeting: email your comments to dmerleno@tam.ca.gov. Please email your comments no later than 5:00 P.M. Wednesday, September 23, 2020 to facilitate timely distribution to Board members. Please include the agenda item number you are addressing and your name and address. Your comments will be forwarded to the TAM Board members and will be placed into the public record.
- During the meeting (only): Your meeting-related comments may be sent to info@tam.ca.gov. During the meeting your comments will be read (3 minute limit per comment) when the specific agenda item is considered by the Board. Your comment will also become part of the public record. (In order to ensure staff receives your comment during the meeting, it is recommended that you send your comment early in the meeting.
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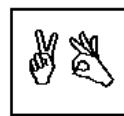
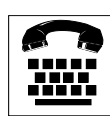
San Anselmo
Brian Colbert

San Rafael
Gary Phillips

Sausalito
Susan Cleveland-Knowles

Tiburon
Alice Fredericks

County of Marin
Damon Connolly
Katie Rice
Kathrin Sears
Dennis Rodoni
Judy Arnold



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AGENDA

1. Chair's Report (Discussion)
 - a. Human Resources Ad-hoc Committee New Membership Announcement
2. Commissioner Matters Not on the Agenda (Discussion)
3. Executive Director's Report (Discussion)
4. Commissioner Reports (Discussion)
 - a. MTC Report - Commissioner Connolly
 - b. Marin Transit Report – Commissioner Rodoni
 - c. SMART Report – Commissioner Lucan
5. Open time for public expression, up to three minutes per speaker, on items not on the Board of Commissioners' Agenda. (While members of the public are welcome to address the Board, under the Brown Act, Board members may not deliberate or take action on items not on the agenda, and generally may only listen.)
6. CONSENT CALENDAR (Action) – **Attachment**
 - a. Approve TAM Board Meeting Minutes of July 23, 2020
7. State Legislative Update (Discussion) - **Attachment**
8. Allocate Transportation Sales Tax Interest Funds to City of Sausalito's Gate 6 Road Intersection Modifications Project (Action)– **Attachment**
9. Update on COVID-19 Impacts on Crossing Guard Program (Discussion) - **Attachment**
10. Authorize Various Actions for the North/South Greenway Gap Closure Project (Action) - **Attachment**
11. MTC's Plan Bay Area 2050 Final Blueprint (Discussion) - **Attachment**

MEETING OF THE
TRANSPORTATION AUTHORITY OF MARIN
TAM

JULY 23, 2020
6:00 PM

Virtual Meeting

Zoom Link:

<https://us02web.zoom.us/j/83548745398?pwd=UWlhVzhvbDZFYkphK3F5TVJYUGZMUT09>

Webinar ID: 835 4874 5398

Password: 484419

MEETING MINUTES

Members Present: Alice Fredericks, Tiburon Town Council, TAM Vice-Chair
Beach Kuhl, Ross Town Council
Brian Colbert, San Anselmo Town Council
Charles Lee, Corte Madera Town Council
Damon Connolly, Marin County Board of Supervisors
Dan Hillmer, Larkspur City Council
Dennis Rodoni, Marin County Board of Supervisors
Eric Lucan, Novato City Council
Gary Phillips, San Rafael City Council
James Campbell, Belvedere City Council
John Reed, Fairfax Town Council
Judy Arnold, Marin County Board of Supervisors, TAM Chair
Kathrin Sears, Marin County Board of Supervisors
Katie Rice, Marin County Board of Supervisors
Urban Carmel, Mill Valley City Council

Members Absent: Susan Cleveland-Knowles, Sausalito City Council

Staff Members Present Anne Richman, Executive Director
Bill Whitney, Principal Project Delivery Manager
Dan Cherrier, Principal Project Delivery Manager
David Chan, Manager of Programming and Legislation
Denise Merleno, Executive Assistant
Derek McGill, Planning Manager
Helga Cotter, Senior Accountant
Li Zhang, Deputy Executive Director/Chief Financial Officer
Molly Graham, Public Outreach Coordinator
Nick Nguyen, Principal Project Delivery Manager
Scott McDonald, Senior Transportation Planner

Chair Arnold called the meeting to order at 6:05 p.m.

1. Chair's Report (Action)

Chair Arnold welcomed everyone to the meeting and asked Ms. Denise Merleno to conduct a roll call to ensure a quorum. Chair Arnold confirmed the quorum and went on to describe the way in which the public could offer their comments throughout the meeting.

2. Commissioner Matters Not on the Agenda (Discussion)

Commissioners Hillmer and Reed joined the meeting at 6:08 p.m.

3. Executive Director's Report (Discussion)

Executive Director (ED) Anne Richman reported on staff's continued practice of working remotely, two recent meetings of the Marin 101-580 Direct Connector Project Stakeholder Working Group, and her participation, as a panelist, in the first of a series of webinars sponsored by CoMotion LIVE on July 15, 2020. She noted that the Caltrans Report will become part of her monthly Executive Director's Report (EDR) rather than a stand-alone agenda item. The ED commented, as well, on the following: a number of projects and programs that are in their public comment phase; that the Sonoma County Transportation Authority (SCTA) will ask the voters to extend, by 20 years, its ¼-cent transportation sales tax this November; the creation of a Blue Ribbon Transit Recovery Task Force by the Metropolitan Transportation Commission (MTC); and that the California Transportation Foundation (CTF) named MTC Chair Scott Hagerty as its Person of the Year. She finalized her report by noting that August meetings for the TAM Executive Committees and Board of Commissioners have been cancelled and meetings will resume in September.

Chair Arnold asked if any members of the public wished to speak or had sent in an e-comment, and hearing that none had been received, she closed this item to public comment.

4. Commissioner Reports (Discussion)

Commissioner Rice joined the meeting at 6:13 p.m.

a. MTC Report – Commissioner Connolly

Commissioner Connolly reported that a number of transit workers attended a recent meeting of the MTC Commission to emphasize the need for safety during the current health crisis. Regarding Plan Bay Area (PBA) 2050, he noted that the Commission voted on recommendations for specific regional discretionary funding levels for the transportation element of the Plan. He added that input on the Plan is being sought from the public through August 10. He finalized his report by reviewing three housing bills that MTC discussed including his dissent on the votes taken for Senate Bill (SB) 902 (Weiner) and SB 995 (Atkins), and his support for AB (Assembly Bill) 3040 (Chiu).

b. Marin Transit Report – Commissioner Rodoni

Commissioner Rodoni reported that the District introduced a new fare policy on July 1, 2020, which included a decrease in the cost of adult passes as well as one for seniors, disabled and low-income riders. He noted that MTC is considering adding Marin Transit to its Clipper Start program which provides discounts to low-income adults who ride on the transit agencies included in that program. This would allow for a further reduction in fares for low-income riders.

c. SMART Report – Commissioner Lucan

Commissioner Lucan reported that SMART approved a budget for the upcoming year which included significant cuts and he added that the agency had a number of public engagement sessions and that the input heavily guided the budget approval process. He finalized his report by stating that SMART is moving forward on its quest to renew its sales tax and is conducting extensive virtual listening sessions with communities in Sonoma and Marin.

5. Open Time for Public Expression

Chair Arnold asked if any members of the public wished to speak or had sent in an e-comment, and hearing none, she moved on to the next item.

6. CONSENT CALENDAR (Action)

- a. Approve TAM Board Meeting Minutes July 23, 2020
- b. Amend the Administrative Code and the Accompanying Resolution for the Conflict of Interest Section on Designated Positions Requiring Compliance with State Disclosure Requirements
- c. Highway 101 Interchange and Approaching Roadway Study – Concur with Program Goals and Objectives and Approve Adding an Additional Interchange to the Project List
- d. Review and Accept the July 2020 Project Status Report
- e. Approval of Extension of Interagency Agreement with Kentfield School District for Crossing Guard Services

Chair Arnold asked if any member of the public wished to speak or if staff had received any public comment by e-mail, and hearing none, she closed this item to public comment.

Commissioner Campbell moved to approve the Consent Calendar and was seconded by Commissioner Phillips. A roll call vote was conducted and the motion passed unanimously.

7. Adopt Position on State Legislative Bill SB 288 (Action)

ED Richman introduced this item and noted that a number of comments received from the public had been distributed to the Board prior to tonight's meeting. David Chan, Manager of Programming & Legislation, provided a list of names and advocacy groups who submitted those letters and then introduced Gus Khouri, TAM's Legislative Consultant, who provided an update on legislative activities in Sacramento before presenting this item which recommended that the TAM Board adopts a position of support on SB 288 (Wiener).

Mr. Khouri stated that SB 288 provides for CEQA (California Environmental Quality Act) streamlining to deliver non-capacity inducing projects for bus rapid transit, road maintenance and repair, electrification of the highway system via charging stations, and bus-on-shoulder projects. He added that streamlining thresholds would be based on the type and scope of the project.

Commissioner Connolly noted that the MTC Commission heard a presentation of this item and voted 16-0 to support it.

Commissioner Fredericks commented that the bill does not state, clearly, what type of projects and programs are exempted from CEQA and what type of projects and programs are exempted from its exemptions from CEQA. In particular, she expressed need for clarity on environmentally sensitive projects. She stated that while she supports what the bill purports to accomplish, she does not have a full-enough understanding to support the bill itself.

Commissioner Rice asked for an example of how Marin and its upcoming projects would be affected should SB 288 be adopted.

Mr. Khouri stated that given the sentiment in Sacramento to encourage mode shift, he could not see this piece of legislation passing if it enabled a negative impact on environmentally sensitive areas.

ED Richman stated that Marin's larger projects, such as the State Route (SR) 37 project, would require full scrutiny under CEQA and possibly NEPA (National Environmental Policy Act) as well. She thought that projects that would fall under this proposed streamlining effort would be likely a bus-on-shoulder project, or a bike path project

depending on the size and scale. She added that this bill does not preclude a project sponsor from doing more environmental clearance than what is required.

Commissioner Rodoni asked Mr. Chan if he could summarize the negative comments amongst the letters received from the public and he noted his concern that loosening the restrictions under CEQA could eventually lead to stripping its directive. He added that he is considering voting against or, at the least, abstaining from voting on the staff recommendation.

Mr. Chan replied that the overall theme of the comment letters was that this bill would degrade what CEQA intends to accomplish and would not protect the natural resources.

Commissioner Carmel noted that this bill relates to greenhouse gas emission (GHG) reducing projects and as such are positive for the environment.

Commissioner Lucan agreed with Commissioner Carmel's comments and noted that the projects that would benefit from the passage of this bill are those that promote mode shift and, as such, he will vote in support of the staff recommendation.

Commissioner Reed agreed with previous commissioner comments and stated that the projects that would benefit from this bill will help stem sea-level rise.

Chair Arnold asked if there was any public comment.

Kate Powers, representing the Marin Conservation League (MCL), thanked the Board for considering her group's concerns. She stated that MCL thinks that the small projects have a streamlining opportunity, already, through CEQA's Common Sense Exemption. MCL believes that the bill has been rushed and ask that the TAM Board refrain from taking a position on it as it is currently written.

Bjorn Gripenburg, representing the Marin County Bicycle Coalition (MCBC), reiterated his group's support as outlined in the comment letter submitted earlier. He stated that MCBC understands the concerns registered by the conservation groups, and he provided information based on a conversation he had with one of the bill's sponsors to get clarification and to ease those environmental concerns.

Cindy Winter, a member of MCBC, supported comments provided by Mr. Gripenburg.

Jean Severinghaus stated that this bill would require input from the public early on in a project's process which she thought was a good way to ensure that a project moves in the direction the public desires.

Chair Arnold, seeing no others wishing to speak, closed this item to public comment.

Commissioner Fredericks commented that, given some of the concerns heard over the bill's language, she suggested that the Board consider taking a "watch" position as an alternative to one of "support."

Commissioner Fredericks moved to adopt a "watch" position on Senate Bill 288 (Weiner) which was seconded by Commissioner Rodoni. A roll call vote was conducted and the motion failed to pass. (4 Ayes, 11 Noes, 1 Absent.)

Commissioner Lucan moved to adopt a position of support on Senate Bill 288 (Wiener) and was seconded by Commissioner Campbell. A roll call vote was conducted and the motion passed. (13 Ayes, 1 Nay, 1 Abstention, 1 Absent.)

8. Marin Transit**a. Marin Transit's Annual Presentation (Discussion)**

ED Richman introduced Nancy Whelan, General Manager of Marin Transit (MT), who provided the agency's annual report highlighting its achievements over the past year, necessary changes made in its operations due to the COVID-19 pandemic, planning for revenue uncertainty, budget revenue sources for FY2020/21, and various factors that the agency is monitoring that may affect its operations or require a quick response. Ms. Whelan reviewed ridership trends since the pandemic started, the adaptation of paratransit vehicles to provide meal and grocery delivery, required physical distancing on busses which reduces ridership capacity by up to 75 percent, and efforts taken to eliminate "pass-ups" (wherein riders are being passed up by a bus) due to the new reduced capacity levels.

Ms. Whelan moved on to discuss the allocation requests including \$14,966,785 in Measure A/AA funding for local and basic service as well as community shuttles, school transportation, rural transit, seniors/special needs services, and for funding capital projects. She finalized her report by summarizing her agency's allocation request of \$1,075,000 in Measure B funding for mobility management program staffing and to support paratransit programs and other programs to provide mobility to seniors and people with low income.

Commissioner Phillips asked Ms. Whelan if the "pass-up" rate will increase over time, given the slow but steady increase in bus ridership coupled with the continued mandate for reduced seating capacity.

Ms. Whelan stated that it is a challenge within the industry but that MT is monitoring the required social distancing requirement, particularly as Marin comes off the State's watch list, and will seek authorization to reduce the amount of distancing required from six feet to three feet which would increase the number of riders on each bus.

Commissioner Reed asked if increased ventilation and the addition of plexiglass in busses would allow for an increase in passenger capacity while the 6-foot distancing requirement is still in effect.

Ms. Whelan replied that increased air circulation is being considered and that bus windows and hatches are opened where possible. She added that MT is studying how much fresh air is being circulated through the HVAC (heating, ventilation and air conditioning) system and what might be done to increase that volume. Regarding barriers, she stated that they are being installed to surround the driver and that the feasibility of installing barriers around passenger seats is being investigated as well.

Commissioner Lee, speaking on the 75 percent reduction in seat capacity in the larger busses, wondered if the seat capacity and operational costs of the smaller busses might be more efficient than the larger ones in MT's fleet. He went on to suggest that renting smaller busses, citing Bauer's as an example, might make sense given the limited capacity issue is a temporary one.

Ms. Whelan replied that it is more cost effective to have a higher driver to passenger ratio since labor is the biggest cost driver and fuel costs are secondary when considering the bus size to use. She added that renting vehicles has not been a consideration because her agency lacks both the drivers and the funding to do that.

Chair Arnold asked if there was any public comment and seeing none had been received, she closed this item to public comment.

b. Allocate FY 20/21 Transportation Sales Tax Funds (Measure AA and Measure A) to Marin Transit (Action)

Mr. Chan presented this item which recommended that the TAM Board Allocate \$13,791,730 in Measure AA funds, \$244,535 in Measure A funds, and \$930,520 in Measure A Reserve funds to Marin Transit from Category 4 and Strategy 1 of the respective Strategic Plans for FY 20/21 for a total of \$14,966,785.

Commissioner Rice moved to approve the staff recommendation, which was seconded by Commissioner Fredericks. A roll call vote was conducted, and the motion passed unanimously.

c. Allocate FY 20/21 Vehicle Registration Fee (Measure B) Funds to Marin Transit (Action)

Mr. Chan presented this item which recommended that the TAM Board allocate \$1,075,000 in Vehicle Registration Fee (Measure B) funds to Marin Transit under Element 2 of the Measure B Strategic Plan for FY 20/21.

Commissioner Phillips moved to approve the staff recommendation, which was seconded by Commissioner Fredericks. A roll call vote was conducted, and the motion was approved unanimously.

9. Accept Safe Routes to Schools Evaluation Report and Program Update (Action)

Dan Cherrier, Project Delivery Manager, introduced David Parisi of Parisi Transportation Consulting, who presented this item which recommended that the TAM Board review and accept the Tri-Annual Safe Routes to School (SR2S) Evaluation Report and the SR2S Program Update.

Mr. Parisi introduced Gwen Froh, Education and Encouragement Director, and Wendi Kallins, Program Director and then highlighted various items of this program including a history of the program which began in the 2000/01 school year, the number of schools participating today, a summary of the travel mode shift that has occurred over the years including a significant increase in the percentage of green trips and then he discussed various elements of the program.

Mr. Parisi continued his presentation by showing an example of a school's travel mode summary, noting that each school is evaluated similarly, and a sample school report card which each school receives at the end of the year. He spoke briefly about the schools' Task Forces who meet with Mr. Parisi's team to provide feedback for what is working and not working at their particular schools. He summarized the components of the program which include education, encouragement, engineering, enforcement, evaluation, and equity and provided examples of each. He discussed TAM's Crossing Guards and Street Smarts programs and then reviewed the program's budget and various funding sources. He finalized his report by summarizing recommendations for improving the program and changes that the program has made due to the coronavirus.

Commissioner Colbert commented on his participation in a recent meeting of the Safe Routes Ross Valley Task Force where he engaged in a discussion on social distancing relative to when schools reopen. He added that he participated in many of this program's activities prior to the pandemic and he believes that it is these activities coupled with the Crossing Guard program which highlight ways that TAM connects with the community.

Chair Arnold asked if there was any public comment and seeing none had been received, she closed this item to public comment.

Commissioner Fredericks moved to accept the Tri-Annual SR2S Evaluation Report and the Program Update which was seconded by Commissioner Connolly. A roll call vote was conducted, and the motion was approved unanimously.

10. Award Quick Build Funding from Innovation Program Funds (Action)

Derek McGill, Planning Manager, presented this item which recommended that the TAM Board approves the proposed award of \$208,776 in Quick Build Grants for 11 projects in Marin County; authorizes the ED to enter into

all necessary funding agreements and an amendment to the budget to reflect the expenditure of \$208,776 in FY20/21 under Category 2.4 – Innovative Technology of the Measure AA Sales Tax Expenditure Plan.

Mr. McGill discussed the funding available through the Measure AA Local Streets and Roads' Innovation Program Category, the goals of the program, usage of the National Association of City Transportation Officials' (NACTO) Guidance for Streets for Pandemic Response and Recovery to develop the Call for Projects, the accelerated application process, scoring criteria for the 11 applications submitted by the local public works departments, staff's recommendation to fully fund all grant requests which will create the need to amend the TAM Budget to reflect the full amount of \$208,776 of which funds are available, and staff's plan to monitor the projects to capture best practices.

Commissioner Phillips noted that some projects will not receive the full dollar amount needed to complete the project and asked what will happen if a jurisdiction is not able to cover the shortfall.

Mr. McGill replied that all project sponsors assured TAM during the application process that they will be able to cover any remaining unfunded costs for their projects.

Commissioner Colbert expressed his appreciation for the agile manner, in which staff handled the process and provided funding for these projects.

Chair Arnold asked if there was any public comment and seeing none had been received, she closed this item to public comment.

Commissioner Lee moved to approve the proposed award of \$208,776 in Quick Build Grants for 11 projects in Marin County; authorize the ED to enter into all necessary funding agreements and approve an amendment to the budget to reflect the expenditure of \$208,776 in FY20/21 under Category 2.4 – Innovative Technology of the Measure AA Sales Tax Expenditure Plan which was seconded by Commissioner Campbell. A roll call vote was conducted, and the motion was approved unanimously.

11. COVID-19 Travel Conditions in Marin County (Discussion)

Mr. McGill presented this discussion item which provided information on travel conditions within the county before the onset of and during the pandemic. He introduced Brian Canepa of W-Trans, who explained that the data would inform traffic studies, support recovery planning and inform policy considerations. Mr. Canepa reviewed data for the first half of 2020 including bridge traffic patterns, traffic volume flow and average highway speeds at various points along US 101 and SR 37 in the county, changes in the incident rate on the highway, significant changes in ridership levels on bus transit, ferry and the train in the past months, and the significant drop followed by the slow uptick in CO₂ (Carbon Dioxide) emissions. He summarized the initial findings of the report.

Commissioner Carmel stated that he believes that small changes can make an enormous difference and cited a comment made by Mr. Canepa regarding how reducing traffic by 10 percent can dramatically alter traffic congestion from standstill to free flow.

Commissioner Reed suggested that, since bicycle use has grown in the recent months, it may be a good idea to begin the practice of monitoring congestion on bikeways.

Commissioner Rice spoke on the topic of the transit-dependent rider versus the rider who has options on how they commute, and she suggested that when making transit funding decisions, it will be important to remember the operators that serve the riders who have no other way to reach their destinations.

Commissioner Phillips asked about the anticipated growth in SMART's ridership in the next six months.

Mr. McGill said he expects ridership to increase once mainstream re-opening of businesses and life, in general, is permitted by local health officers.

Commissioner Fredericks referred to a rider survey conducted by Golden Gate Transit and noted only 6 percent of respondents reported a change in job status and 50 percent of respondents who take transit 4 – 5 days a week said they will resume taking transit once restart their commutes. She suggested that this may be a good opportunity to coax the other 50 percent to seek alternative transportation modes but it could also be a predictor of increased road congestion.

Commissioner Lee thought it would be a good idea to have both educational and advertisement campaigns to incentivize the return to transit ridership and to make riders feel safe in taking transit once things begin to open up.

Commissioner Lucan asked for the source of the ridership data, and Mr. Canepa replied that the data came directly from the transit agencies.

Chair Arnold asked if there was any public comment and seeing none had been received, she closed this item to public comment.

12. MTC's Plan Bay Area 2050 Update (Discussion)

Mr. McGill presented this discussion item and highlighted the background of PBA 2050; the Plan's blueprint to ensure that the Bay Area is affordable, diverse, healthy and vibrant for all by 2050 by employing transportation, housing, economic, and environmental strategies and then provided a more in-depth explanation of Marin's projects included in the Plan as well as those that are still being considered or not recommended for funding by MTC. He finalized his report by discussing upcoming activities including digital public outreach scheduled over the summer.

Chair Arnold referred to one of the slides in the presentation and asked about the funding shortfall for the Novato Blvd Project. Mr. McGill noted that the Public Works Department of the City of Novato has committed to covering the shortfall with its local funding sources.

Commissioner Rice stated that her takeaway from this presentation combined with the item previously heard is that it is imperative to electrify transportation in order to meet GHG reduction goals.

Mr. McGill noted that the GHG reduction target for the Plan is derived from vehicle miles traveled and that electrification that occurs gets accrued to the state level and is not passed down to the region as of yet.

Commissioner Hillmer stated that he will be working with his Council to look at land use around the Larkspur Ferry Terminal for transportation synergies in support of the Plan's goals.

Chair Arnold asked if there were any members of the public wishing to speak.

Cindy Winter of Greenbrae expressed her opposition to the proposed parking garage at the Larkspur Ferry Terminal since it will increase congestion and GHG emissions.

Seeing no others wishing to speak, Chair Arnold closed this item to public comment.

The meeting was adjourned at 9:15 p.m.



DATE: September 24, 2020

TO: Transportation Authority of Marin Board of Commissioners

FROM: Anne Richman, Executive Director *Anne Richman*
David Chan, Programming and Legislation Manager

SUBJECT: State Legislative Update (Discussion), Agenda Item No. 7

RECOMMENDATION

This is a discussion item only. The Funding, Programs and Legislation Executive Committee reviewed and discussed this item and provided feedback at its September 14, 2020 meeting.

BACKGROUND

In January 2020, TAM adopted a Legislative Platform (Attachment A) in guiding policy decisions and communicating TAM's goals to the State Legislature and other agencies (including, but not limited to, Metropolitan Transportation Commission (MTC), Regional Transportation Planning Agencies (RTPA), California State Association of Counties (CSAC), League of California Cities, and Self Help Counties Coalition (SHCC)) that have impacts on Marin and TAM during the year.

The 2020 Legislative Session is the second year of a two-year session. Bills introduced in the first year of a two-year session may be moved to the second year if these bills do not generate sufficient interest. Bills in the second year of a two-year session would need to be re-introduced in a future year if they failed to pass. Therefore, bills that did not pass the Legislature in 2020 will need to be re-introduced in 2021 by the respective authors.

DISCUSSION

August 31, 2020 was the last day for the Legislature to pass bills and September 30, 2020 is the last day for the Governor to sign or veto bills. Bills enacted on or before October 1, 2020 take effect January 1, 2021.

As previously explained, the TAM Board would have reviewed and adopted positions on approximately 25 bills annually in a typical Legislation Session. This year, staff was directed to monitor relevant bills but many of those bills were ultimately rescinded. Particularly, bills that proposed to raise taxes or revenue were retracted by authors in response to the state's financial troubles caused by COVID-19.

The three remaining bills reviewed and supported by the TAM Board have passed the Legislature. They are pending decisions from the Governor. Attachment A is TAM's Bill Matrix including the three bills: SB 288 (Wiener), SB 895 (Archuleta), and SB 1291 (Committee on Transportation).

TAM circulated a letter of support for SB 288 (Wiener) on CEQA (California Environmental Quality Act) Exemptions and TAM's Legislative Consultant, Mr. Khouri, testified at Legislative hearings to convey

TAM's positions on SB 288. Staff is in the process of preparing letters of support urging the Governor to sign SB 288 and SB 895. Regarding SB1291, this bill would have allowed MTC (and other RTPAs in the state) to delay submitting a Transportation Improvement Program (TIP) to the state due to the COVID-19 emergency; however, MTC plans to submit the TIP for the Bay Area region, and therefore it is not necessary for TAM to provide a support letter to the Governor at this time.

Mr. Khouri will be participating at the September TAM Board meeting to provide a state legislative update report. Attachment B provides a summary of his report.

FISCAL IMPACTS

There are no immediate fiscal impacts to TAM with this legislative update report.

NEXT STEPS

Staff will continue to monitor bills relevant to TAM and convey TAM's positions to our partner agencies and pertinent Legislators when warranted.

ATTACHMENT

Attachment A – TAM Bill Matrix – September 2020

Attachment B – Khouri Consulting's State Legislative Update – September 2020

TAM Bill Matrix – September 2020

Measure	Status	Bill Summary	Recommended Position
SB 288 (Wiener) CEQA Exemptions for Transit	9/2/2020 Governor's Desk	This bill was amended on June 3 to allow for exemptions under the California Environmental Quality Act (CEQA) for projects that institute or expand bus rapid transit and regional rail services on public rail or highway right of way, whether or not it is presently used for public transit, including passenger or commuter service on high-occupancy vehicle lanes or existing roadway shoulders. The bill would additionally exempt projects for rail, light rail, and bus maintenance, repair, storage, administration, and operations facilities; and projects for the repair or rehabilitation of publicly owned local, or major or minor collectors. Zero-emission fueling stations and chargers and projects for pedestrian and bicycle facilities would also be exempted. Lastly, the bill extends an exemption, from January 1, 2021 to January 1, 2030, for restriping streets and roads, and improving intersection timing for bicycles and pedestrians.	SUPPORT (TAM Board Adopted) MTC: Support CSAC: None League: None
SB 895 (Archuleta) Zero Emission Vehicles and Infrastructure	9/2/2020 Governor's Desk	This bill modifies the types of fuel and transportation technologies for which the California Energy Commission (CEC) must provide research and development support to focus on zero-emissions fuels, infrastructure, and technologies, over fossil fuels.	SUPPORT (TAM Board Adopted) MTC: None CSAC: Watch League: Watch
SB 1291 (Committee on Transportation) Federal Statewide Transportation Improvement Program: Filing Waiver for 2020	9/2/2020 Governor's Desk	<p>Under existing law, each metropolitan planning organization and transportation planning agency is required, by not later than October 1 of each even-numbered year, to submit its Federal Statewide Transportation Improvement Program (FSTIP) to Caltrans for incorporation into the Federal Transportation Improvement Program (FTIP), which existing law requires Caltrans to submit to the United States Secretary of Transportation (USDOT) by not later than December 1 of each even-numbered year.</p> <p>This bill would provide that a metropolitan planning organization or transportation planning agency is not required to submit a FSTIP to Caltrans, and Caltrans is not required to submit the FSTIP to USDOT for 2020.</p>	SUPPORT (TAM Board Adopted) MTC: None CSAC: None League: Watch

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September 2, 2020

TO: Board Members, Transportation Authority of Marin
FROM: Gus Khouri, President
Khouri Consulting LLC

RE: STATE LEGISLATIVE UPDATE – SEPTEMBER 2020

General Update

On June 15, the legislature approved Senate Bill (SB) 74 and a handful of trailer bills, meeting its constitutional deadline of submitting the FY 2020-21 State Budget to the Governor. The \$143 billion General Fund spending package is intended to be a placeholder until revenues, including personal income tax and capital gains receipts, come in by July 15 to address a \$54.3 billion deficit.

The plan includes rejecting funding for new and expanded programs (\$6 billion), the suspension of business tax credits (\$4.4 billion), drawing down on the Rainy Day Fund and other reserves (\$11 billion), and hoping for at least \$14 billion in assistance from the federal governments to offset cuts to education, health and human services, and pension obligation payments.

While Governor Newsom signed the package with modifications to assume additional revenues, it is still possible for the Governor to convene a special legislative session to address the budget through November 30, 2020.

What does this mean for transportation? SB 1 competitive programs are primarily funded by the vehicle registration fee, which provides for a more predictable, stable funding source as opposed to the volatility of the gas tax. While Caltrans has cash reserves, and SB 1 provides a continuous source of funding, the anticipated \$1.8 billion decline in gas consumption will impact programs like the Statewide Transportation Improvement Program (STIP) and State Highway Operation and Protection Program (SHOPP).

Governor Newsom has requested that the federal government consider a \$1 trillion plan to bail out state and local governments. The continuance of the shelter in place order will most certainly increase deficits to the STIP and SHOPP, which may force the California Transportation

Commission (CTC) to administer an allocation plan. Given the absence of federal assistance, the legislature will most likely convene in a Special Session called by the Governor after the conclusion of Session on August 31. The current class of legislators can meet until November 30. The 2021-22 class will be sworn in on December 7.

Governor's Transportation Action Plan

The California State Transportation Agency (CalSTSA), in collaboration with the Governor's Office of Planning and Research and California Air Resources Board (CARB), is in the process of adding additional guidance to supplement Governor Newsom's Executive Order, N-19-19, to reduce greenhouse gas emissions and vehicle miles traveled through limiting capacity projects along the state highway system, while encouraging mode shift through accelerated investments into public transportation, bicycle and pedestrian programs, and electric vehicle infrastructure.

The policy could require TAM to reassess investments made in the expenditure plans for Measure AA since Office of Planning and Research (OPR) wants to have the final say on investments made on the state highway system. There is a conscious effort to discourage the use of single-occupant, gas powered vehicles. CalSTA is contemplating holding a workshop in October to discuss further. Prospective implementation of the Transportation Action Plan could occur by December.

California Transportation Commission Update

A vacancy has been created with Governor Newsom's decision to not reappoint Commissioner Lucy Dunn for another term. The Governor has filled that position by appointing Michele Martinez, a Santa Ana City Councilmember. On August 12, Hilary Norton was nominated and approved to serve as Chair, and Bob Alvarado as Vice-Chair. The Bay Area only has two representatives, Vice-Chair Bob Alvarado and Carl Guardino. Commissioners Davis and Eager are the other two Northern California commissioners. Traditionally, there was a sensitivity to geographic representation, but Executive Order N-19-19 has placed a greater emphasis on philosophical compatibility.



DATE: September 24, 2020

TO: Transportation Authority of Marin Board of Commissioners

FROM: Anne Richman, Executive Director *Anne Richman*
David Chan, Programming Manager

SUBJECT: Allocate Transportation Sales Tax Interest Funds to City of Sausalito's Gate 6 Road Intersection Modifications Project (Action), Agenda Item 8

RECOMMENDATION

Recommend that the TAM Board authorizes the allocation of \$100,000 in Transportation Sales Tax Interest funds to the City of Sausalito for the Gate 6 Road Intersection Modifications Project.

BACKGROUND

Both Measure A and Measure AA Expenditure Plans for the ½-Cent Transportation Sales Tax allow interest income generated by both Measure A and Measure AA fund balances to be used for the transportation purposes described in the Expenditure Plans. All use of sales tax interest revenue should be determined by the TAM Board in a noticed public meeting as specified in the Expenditure Plans.

History

Since inception and as the end of FY2019-20, the TAM Board has programmed/committed approximately \$4.4 million in Transportation Sales Tax interest funds to various projects/programs (listed below) out of approximately \$6.3 million cumulatively available.

Several commitments have recurred over a few years or are ongoing, including the following:

- Bike Path Maintenance
- Golden Gate Transit's Ferry Shuttle Service (commitment ceased with the FY 18/19 allocation when Measure AA provided dedicated funding to GGBHTD), and
- Insurance covering the Central Marin Ferry Connection structure over Sir Francis Drake Boulevard (commitment ceased with the FY 19/20 allocation when SMART extended passenger rail service to Larkspur).

Other programming commitments have been one-time only, including the following:

- Multi-Use Path (2nd to Andersen)
- Bellam Blvd. Approach to the Richmond-San Rafael Bridge
- North South Greenway Project, and
- Yellow School Bus Service.

For interest funds that were allocated to capital projects, all of the commitments helped complete a funding plan when no other funds were available. In every case, the funds were leveraged by other dedicated fund sources, by a match 1:1 or greater.

DISCUSSION

Project Scope

The Gate 6 Road Intersection Modifications Project is at the north Limit of the City of Sausalito. It is a signalized intersection and serves as the primary northerly gateway to the City. The existing traffic signals at the intersection are owned and operated by Caltrans with signal maintenance costs being shared between Caltrans, Marin County, and the City of Sausalito. The intersection is a five-legged intersection with the fifth leg serving the extremely popular Sausalito-Mill Valley Multi-Use Path. See Attachment A for project details.

Thousands of commuters, recreational users, and tourists cycle and walk along the Sausalito-Mill Valley Multi-Use Path each day. The pathway ends just north of Gate 6 Road. Currently, cyclists either enter the Gate 6 Road approach to cross Bridgeway Boulevard to the existing southbound bike lane, or cross at the Gate 6 crosswalk, push the pedestrian button, and wait to cross Bridgeway Boulevard with the pedestrian signal.

The project includes the installation of a dedicated bicycle phase and detection for southbound cyclists coming from the Sausalito-Mill Valley Multi-Use Path going to Bridgeway Boulevard. It also includes new vehicle detection and signal modifications, a redesign of the path approach at the northeast corner of the Bridgeway Boulevard/Gate 6 intersection, and some additional curb work.

The bicycle route at Gate 6 road connects to Bridgeway Boulevard at Princess Street in Sausalito with the Mill Valley Sausalito Path. Counts adjacent to these locations show between 1200 and 1700 daily bicyclists according to TAM's last bicycle count in 2018. Many users on this bicycle route pass through the Gate 6 Road Intersection Modifications Project to elsewhere in Marin or to San Francisco. These are the highest bicycle volume locations in Marin County. Below is a table of the top three locations in Marin (2018).

Location	Ped	Bike	Total
Bridgeway @ Princess Street, Sausalito	6,686	1,700	8,386
San Anselmo Avenue @ Tunstead Avenue, San Anselmo	2,462	499	2,961
Broadway @ Bolinas Road, Fairfax	2,291	619	2,910

Funding Shortfall

In August 2020, Sausalito opened bids on the construction phase of the Gate 6 Road Intersection Modifications Project. Sausalito soon discovered that the project has a funding shortfall of approximately \$154,00 to the responsive low bid (see below table). On August 25, 2020, Sausalito staff requested funding assistance from TAM and Marin County to close the shortfall. Sausalito requested assistance from Marin County because the responsibility for the maintaining intersection falls on Caltrans, Marin County, and Sausalito. Sausalito was unsuccessful in securing funds from Caltrans.

Project Cost Summary (nearest thousand)	
Phase	Cost
PE and Design	\$369,000
ROW	\$63,000
CON	\$1,016,000
Total Cost	\$1,448,000
Existing Available Funds	\$1,294,000
Shortfall	\$154,000

TAM and Marin County staff engaged in discussions on possible funding sources to assist Sausalito in defraying the shortfall. Marin County staff indicated the County will be able to contribute approximately \$54,000 (subject to Board of Supervisors approval, scheduled for October 6) if TAM can fund \$100,000 of the shortfall.

Staff considered all possibilities and ruled out any competitive funding sources, because the opened bids are due to expire on October 18, 2020. Even if available, competitive funds, including TAM’s annual Transportation for Clean Air (TFCA) and Transportation Development Act (TDA) Grants, require an application and review process that cannot realistically get completed before the expiration of the bids.

Transportation Sales Tax Interest Funds

Based on the relatively small amount needed and the short timeframe available to secure additional funds, staff concluded that Transportation Sales Tax interest funds would be the best fit. Staff is proposing to allocate \$100,000 in Transportation Sales Tax interest funds to match \$54,000 from Marin County to assist Sausalito in defraying a shortfall for the Gate 6 Road Intersection Modifications Project.

The Gate 6 Road Intersection Modifications Project is a complicated project at an intersection that falls under multiple jurisdictions. The intersection is a regional gateway for bicycle users into Marin. It was commonly agreed among the agencies in Marin that the intersection was in desperate need of improvements. Staff commends Sausalito for accepting this project 10 years ago when others were reluctant. It has been a logistical maze for Sausalito to navigate to the construction phase. Staff believes the use of Measure A interest funds for this shortfall would be a good use of the funds because of the following factors:

- project already has other TAM funds
- eligible for Transportation Sales Tax interest funds
- provides regional benefits
- leverages other funds
- has no other funding options
- allows the project to be completed

Kevin McGowan, Sausalito’s Public Works Director, and Jill Barnes, Project Manager, will be available at the TAM Board meeting to address questions.

FISCAL IMPACTS

If this allocation request is approved by the TAM Board, the FY 20/21 TAM Annual Budget would be amended to include \$100,000 in Transportation Sales Tax Interest funds for the Gate 6 Road Intersection Modifications Project.

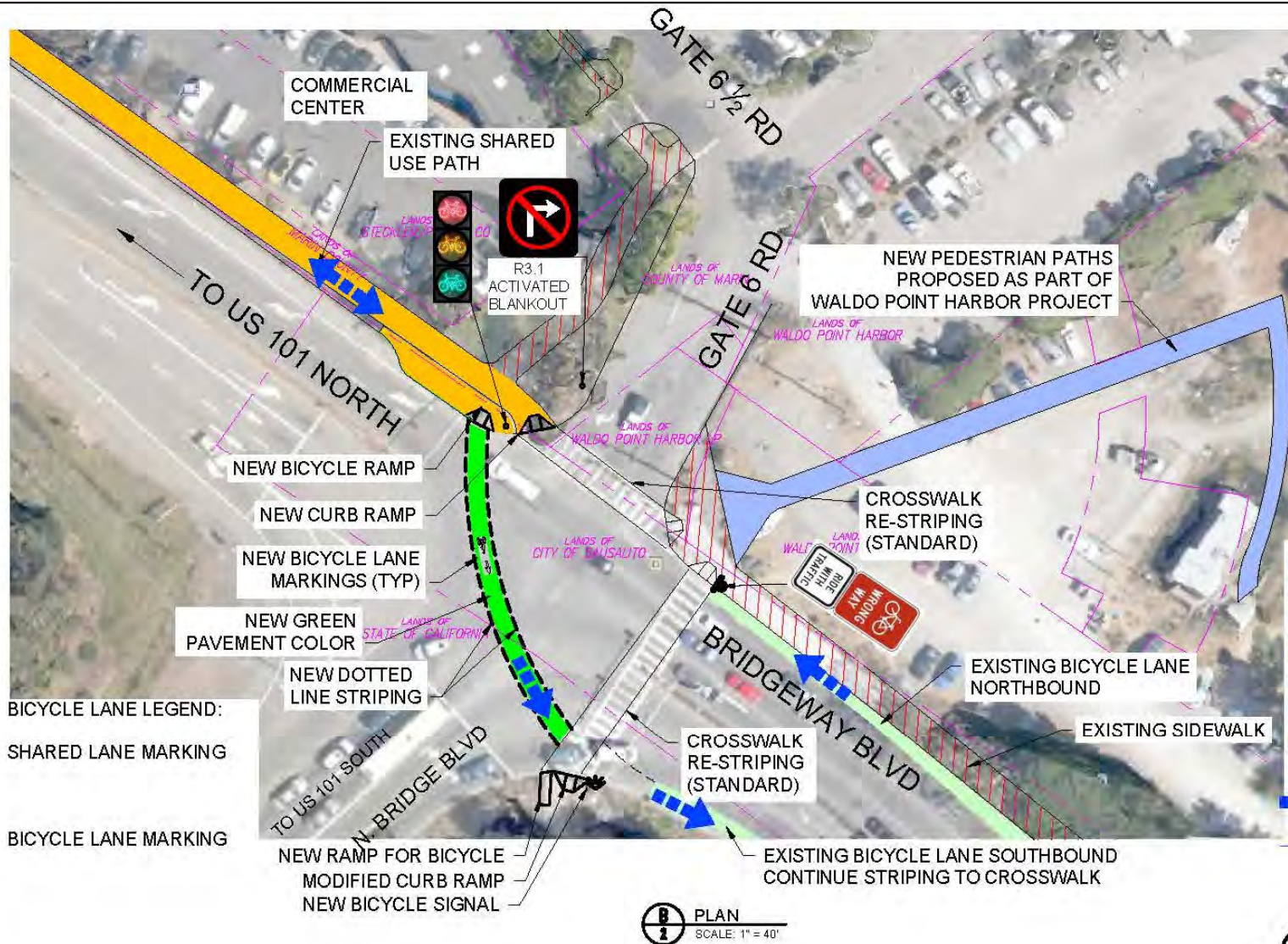
NEXT STEPS

If approved by the TAM Board, staff will issue a funding agreement to the City of Sausalito for \$100,000 in Transportation Sales Tax Interest funds and amend the Strategic Plan and the FY 20/21 TAM Annual Budget accordingly. Staff will also continue to monitor the status of the County's fund commitment to ensure that the project shortfall is closed.

ATTACHMENTS

Attachment A – Project Overview (Map)
Attachment B – PowerPoint Presentation

PROJECT OVERVIEW



- NOTES:**
1. ALL SIGNS AND MARKINGS SHOWN ARE DIAGRAMMATIC AND MAY NOT REPRESENT FINAL LOCATIONS.
 2. COLOR SEGMENTS ON THIS DIAGRAM ARE ONLY USED TO SHOW ROUTE CONTINUITY AND NOT ACTUAL FACILITY TYPE OR WIDTH OF COLORED PAVEMENT, IF ANY.
 3. BICYCLE DETECTORS ARE NOT SHOWN IN DRAWING.
 4. THIS OPTION IS SIMILAR TO FEASIBILITY STUDY OPTION B.

- LEGEND:**
- NEW BICYCLE PAINTED PATH
 - EXISTING BICYCLE PATH
 - EXISTING SHARED USE PATH
 - EXISTING SIDE WALK
 - NEW PEDESTRIAN PATH (WALDO POINT HARBOR PROJECT)
 - BICYCLE ROUTE DIRECTION
 - PARCEL / LAND BORDER

BICYCLE LANE LEGEND:

SHARED LANE MARKING

BICYCLE LANE MARKING

B 2 PLAN
SCALE: 1" = 40'

1"=40' 40' 0 40'

Nov 15, 2013 - 12:13pm
L:\Projects\130919 Gate 6 Intersection\0-Drawings\11-Alternative 3\11-Alt3\11-Alt3_R0 4



**GATE 6 ROAD INTERSECTION IMPROVEMENTS
ALTERNATIVE 3**

Figure 4 / Page 1
Date: 11/18/2013

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Transportation Sales Tax Interest Funds Allocation

TAM Board of Commissioners
September 24, 2020



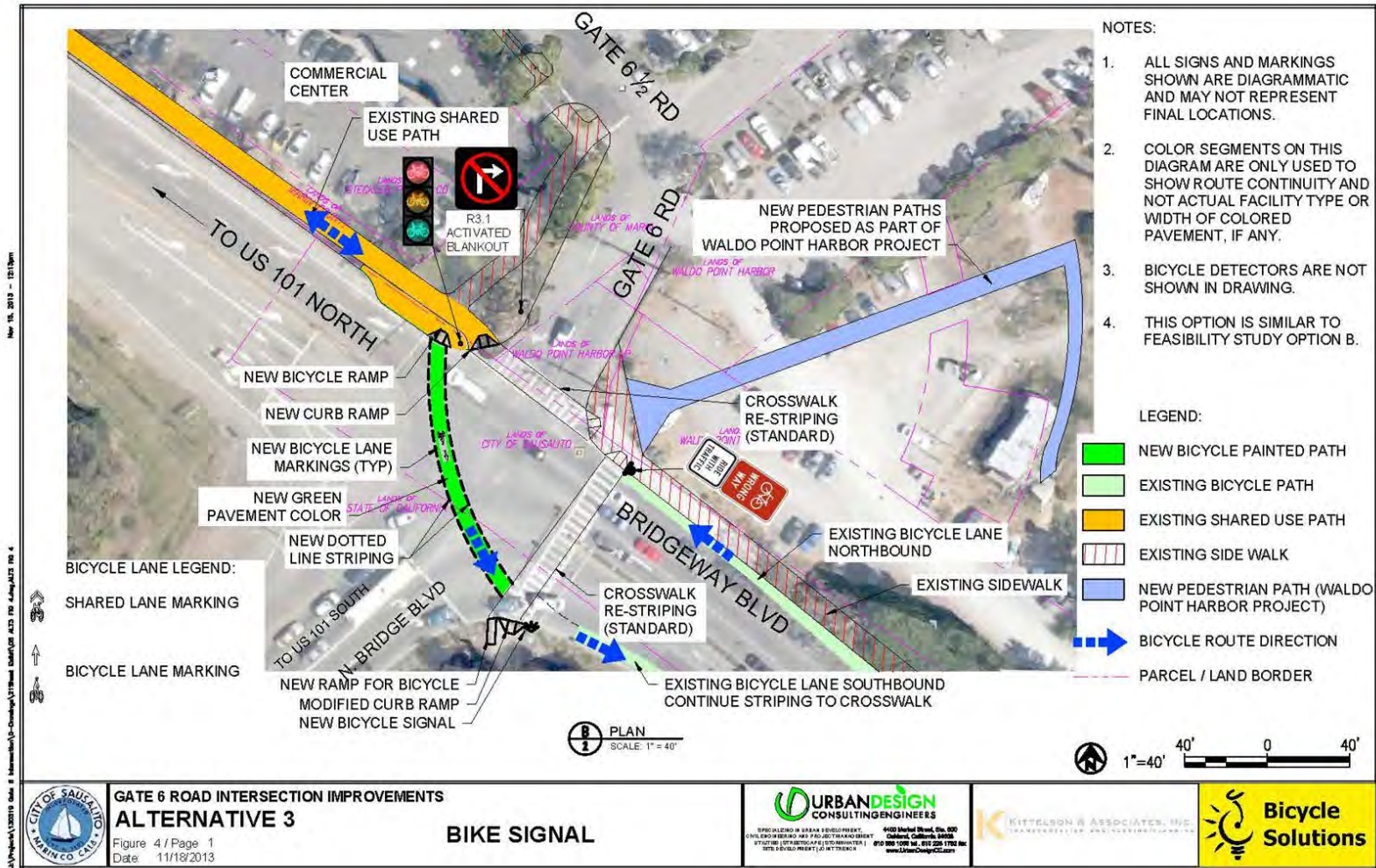
Background

- Interest funds are earned on both the Measure A and Measure AA Transportation Sales Tax fund balances.
- According to both the Measure A and Measure AA Expenditure Plans, all interest income generated will be used for the transportation purposes described in the Expenditure Plans as authorized by the TAM Board.
- Since inception, the TAM Board has programmed approximately \$4.4 million in Transportation Sales Tax interest funds to various projects out of approximately \$6.3 million cumulatively available as of June 30, 2020.

Projects with Transportation Sales Tax Interest Funds

- Bike Path Maintenance
- Golden Gate Transit's Ferry Shuttle Service
- Insurance covering the CMFC structure over SFD Blvd
- San Rafael's Multi-Use Path (2nd to Andersen)
- Bellam Blvd Off Ramp Project
- North South Greenway Project
- Marin Transit's Yellow School Bus Service

Sausalito's Gate 6 Project



Proposed Improvements

- Installation of a dedicated bicycle phase and detection for southbound cyclists coming from the Sausalito-Mill Valley Multi-Use Path going to Bridgeway
- New vehicle detection and signal modifications
- Redesign of the path approach at the northeast corner of the Bridgeway/Gate 6 intersection
- Curb improvements

Project Background

- Caltrans, Marin County, and the City of Sausalito have shared jurisdictions on the intersection
- The intersection is a five-legged intersection with the fifth leg serving the extremely popular Sausalito-Mill Valley Multi-Use Path
- The bicycle route that runs through this intersection has the highest average weekday daily users in Marin according to TAM's last bicycle count in 2018
- Many users on this bicycle corridor are passing through to elsewhere in Marin or to San Francisco.

Funding Shortfall

- In August 2020, Sausalito opened bids on the construction phase
- The project has a funding shortfall of approximately \$154,000 to the responsive low bid.

Project Cost Summary (nearest thousand)	
Phase	Cost
PE and Design	\$369,000
ROW	\$63,000
CON	\$1,016,000
Total Cost	\$1,448,000
Existing Available Funds	\$1,294,000
Shortfall	\$154,000

Funding Request

- Sausalito requested funding assistance from TAM and Marin County to close the shortfall
 - Sausalito was unsuccessful in securing funds from Caltrans
- Marin County will be able to contribute \$54,000 to assist with the shortfall
- TAM staff is proposing to allocate \$100,000 in Transportation Sales Tax interest funds to match Marin County's contribution

Reasons for Assisting Sausalito

- The Project is a complicated project at an intersection that falls under multiple jurisdictions
- The intersection is a regional gateway for bicycle users into Marin
- It was commonly agreed among the agencies in Marin that the intersection was in desperate need of improvements
- Sausalito accepted this project 10 years ago when others were reluctant
- If this project does not go to construction, a huge opportunity would be lost and the project could remain stagnant for years

Why Transportation Sales Tax Interest Funds?

- Project was previously allocated other funds from TAM and eligible for Transportation Sales Tax interest funds
- Project provides regional benefits
- Transportation Sales Tax interest funds will leverage other funds
- Sausalito has no other funding options
- Transportation Sales Tax interest funds can be allocated quicker than other funds to preserve the existing bids
- Allocation from TAM will allow the project to be fully funded

Recommendation and Next Steps

- Allocate \$100,000 of Interest Funds to Sausalito for Gate 6 Project
- Amend TAM FY20/21 budget accordingly
- Monitor County funding commitment to ensure project shortfall is closed

Questions



DATE: September 24, 2020

TO: Transportation Authority of Marin Board of Commissioners

FROM: Anne Richman, Executive Director *Anne Richman*
Dan Cherrier, Principal Project Delivery Manager
James O'Brien, TAM Crossing Guard Coordinator

SUBJECT: Update on COVID-19 Impacts on Crossing Guard Program (Discussion), Agenda Item No. 9

RECOMMENDATION:

Discussion Item, review and consider the impacts of COVID-19 on the TAM Crossing Guard Program revenues, school operations and the administration of the contract with All City Management Services (ACMS), the company that provides the guard services. The Funding, Programs and Legislation Executive Committee reviewed and discussed this item and provided feedback at its September 14, 2020 meeting.

BACKGROUND:

The Crossing Guard Program provides trained crossing guards for critical intersections throughout Marin County. The 2020-21 school year is the fifteenth year during which crossing guards have been provided by the Crossing Guard Program. As stipulated in both the original (Measure A) and the renewed (Measure AA) ½-Cent Transportation Sales Tax Expenditure Plans, the Program provides trained crossing guards under contract with a professional company that specializes in crossing guard programs. Funding for the Crossing Guard Program received a significant boost by the passage of Measure AA in the November 2018 election.

Under contract with TAM, ACMS currently provides 99 guards funded by a mix of Measure A (through the release of reserves), Measure AA, and Measure B (Vehicle Registration Fee) funding. Additional guards are provided through the TAM contract with ACMS at the request of school districts or local agencies. The costs for the additional guards are reimbursed by the school districts or local agencies requesting the guard. The guard locations are determined by a technical “certification” process undertaken by TAM staff every four years. The last certification was completed in 2018, and the next one will be completed next year and will go into effect for the 2022-23 school year.

The impacts of COVID-19 on the Crossing Guard Program are three-fold. First, the pandemic has had an adverse impact on Measure AA revenues, and correspondingly the portion of Measure AA revenues available for the Crossing Guard Program as prescribed in the Measure AA Expenditure Plan. Second, the pandemic has also so far, significantly reduced the expenditures of the Crossing Guard Program due to the

closure of all schools' physical sites. Third, the school operations have a direct effect on the annual cost of the Crossing Guard Programs since the number of hours paid for the crossing guards is tied to the bell schedules of the schools. Since the plans for reinstating in-person education during the current school year are still up in the air for most school districts throughout Marin County, the Crossing Guard Program cost for the current year could be greater or less than budgeted. Note, with the recent change to Tier 2 status, schools could start opening for limited in-person classes in early October.

In June 2020, the TAM Board approved assumptions about the impact of COVID-19 on Measure AA revenues for planning and forecasting purposes, and to serve as the basis for the Strategic Plan Update. The revenue scenario adopted by the TAM Board reflected a decline in revenues during FY 2019/20 followed by four years of negative growth.

The downturn has a significant effect on the long-term financial model for the Crossing Guard Program. The interruption to school operations has resulted in costs savings that offset the reduction in revenues for the near-term while schools are not open for in-person operations, but when in-person school operations resume, the cost savings will end.

DISCUSSION/ANALYSIS:

Revenues: The table below shows a 5-year comparison of the sales tax revenue forecast for the Crossing Guard Program adopted in June 2020 with last year's Strategic Plan revenue forecast (adopted in June 2019). The cumulative reduction in revenues for the Crossing Guard Program at the end of the 5-year period is more than \$1.6 million.

Crossing Guard Program Revenues (Measure AA)					
	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25
Adopted June 2020	\$1,329,201	\$1,246,907	\$1,207,818	\$1,170,909	\$1,215,537
Adopted June 2019	\$1,459,139	\$1,503,534	\$1,549,039	\$1,595,682	\$1,752,389
Difference (2020 less 2019)	(\$129,938)	(\$256,627)	(\$341,221)	(\$424,773)	(\$536,852)

Measure B revenues are expected to remain fairly stable.

Cost Analysis: When schools shut down in-person classes in March 2020 due to the pandemic, the Crossing Guard Program realized a significant savings since guards were not needed for the last few months of the 2019/20 school year or for the summer term. The savings have continued this school year due to the delay to in-person operations, and it remains unclear when in-person operations will resume. There are also uncertainties about how in-person operations will be conducted, and whether they will vary from district to district, or school to school. A number of possible scenarios for reopening are being considered by schools and districts such as staggered start times, combinations of in-person and distance learning, and other approaches to comply with statewide requirements, all of which have various impacts on the cost of the Crossing Guard Program.

A range of scenarios for the return to in-person operations for the current school year have been analyzed by staff. Under all of the scenarios analyzed, under its current parameters the Program could maintain the current number of guards for the 2020/21 school year, but reductions could be needed for the next school year depending on what happens this year with school operations. The scenarios are further described below.

TAM Crossing Guard Program Operation Scenarios <i>Summary of Financial Implications for Current School Year</i>				
Scenarios	Number of Guard Days for 2020/21 Regular School Year	Number of Guard Hours Paid per Day This Yr./ Next Yr.	Ending Balance 2020/21 (\$)	Ending Balance 2021/22 (\$)
Baseline (Regular Full Year with 99 Guards)	180	4/4	456,498	(327,539)
Scenario 1 (Shortened Year with 99 Guards)	150	4/4	774,882	(9,155)
Scenario 2 (Shortened Year with 99 Guards and increased hours)	150	6/4	(21,078)	(805,115)
Scenario 3 (Shortened Year with 99 Guards)	120	4/4	1,093,266	309,229
Scenario 4 (Shortened Year with 99 Guards and increased hours)	120	6/4	456,498	(327,539)
Scenario 5 (Shortened Year with 99 Guards)	90	4/4	1,411,650	627,613
Scenario 6 (Shortened Year with 99 Guards and increased hours)	90	6/4	934,074	150,037

The current financial model for the Crossing Guard Program, with the revenue assumptions adopted in June 2020 incorporated, shows that if in-person operations were to resume soon with similar bell schedules as during pre-pandemic conditions, the Program would remain solvent through the 2021/22 school year without having to adjust the number of guards funded by the Program until the 2022/23 school year. At that time, however, program adjustments would be needed under the current revenue forecast.

If in-person operations are resumed soon, with bell schedules that require the crossing guards to work longer hours such as staggered start times, the current financial model shows that one of two measures, or a combination of the two, would have to be taken to keep the Program solvent through next school year: 1) a reduction in the number of guards for the 2021/22 school year; and/or 2) programming additional funds for the Crossing Guard Program during the 2021/22 school year (from a source yet to be determined).

The highest cost scenario analyzed is 99 guards for in-person operations for 150 days this school year with staggered start times that require TAM to pay for 6 hours of guard time per day (compared to the pre-pandemic 4 hours per day). Sufficient revenues would be expected to support the program for the current school year. However, this scenario would require an additional \$800,000 for the 2021/22 school year to maintain 99 guards. If these conditions exist for more than 150 school days this year (not likely since the earliest schools will open is September 29 after the recent change to Tier 2 status), the deficit will grow by approximately \$16,000 per school day.

Regardless of the reopening approach for this year, and assuming a return to pre-pandemic operations for the 2021/22 regular school year, the current financial model for the Crossing Guard Program shows that a significant reduction in the number of guards funded will be required at the beginning of the 2022/23 regular school year based on the long-term revenue forecast adopted in June 2020.

Reopening Readiness: TAM staff is working with MCOE to understand reopening plans, and with ACMS to get ready to deploy the same number of guards at the same locations as approved for the 2019/20 school year as schools reopen for in-person operations. Holding the number of guards at last year's level is consistent with the historical approach of maintaining the number of guards between recertification cycles. Reductions to the number of guards for the current school year due to COVID-19, if necessary, would be covered by the "changed conditions" policy adopted by the Board. Changes to the number of guards for next school year would be addressed in the Spring when the Board adopts the Crossing Guard Program for the next school year.

FISCAL CONSIDERATION:

Sufficient funds exist to maintain the Crossing Guard Program for the current school year. A budget amendment may be necessary if additional funds are required to meet the needs of the Program this year due to operational changes at school sites.

NEXT STEPS:

Monitor the reopening of the schools served by the Crossing Guard Program and deploy the guards at the same 99 locations as last year as schools reopen for in-person education. Update the Crossing Guard Program financial model with actual cost information once the guards are deployed and explore potential cost saving options as well. Staff will return to the Board with updates.

ATTACHMENTS:

Crossing Guard Program Update on COVID-19 Impacts Presentation



Marin County Crossing Guard Program Update on COVID-19 Impacts

TAM Board of Commissioners
September 24, 2020

Presentation Overview

- Program Summary
- COVID-19 Impacts
- Short-term Financial Impacts
- Long-term Financial Impacts



Program Summary

- Crossing Guard Program is part of the Measures A/AA Expenditure Plans, additional funding by Measure B
- Initial program (54 guards) in 2006/2007 School Year
- Measures A, AA, B currently fund 99 guards
- Program allows for additional guards on a cost-share or reimbursement basis
- Locations determined by Certification process
- Current provider is All City Management Services (ACMS)

COVID-19 Impacts

Three-Fold Impacts

- Decrease in Measure AA Revenues
- Short-term Cost Savings due to School Closures
- Changes to In-Person School Operations



Measure AA Revenues

- Revenue expectations reduced per Strategic Plan Update for FY20/21 and subsequent years due to COVID-19 economic impacts.
- ~\$1.6 M reduction over five years

Crossing Guard Program Revenues (Measure AA)					
	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25
Adopted June 2020	\$1,329,201	\$1,246,907	\$1,207,818	\$1,170,909	\$1,215,537
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Difference (2020 less 2019)	(\$129,938)	(\$256,627)	(\$341,221)	(\$424,773)	(\$536,852)

Short-term Financial Impacts

- Savings from 2019/20 Regular School Year and 2020 Summer Session
- Continued Savings from Closures during Current School Year
- Range of Scenarios for Reopening Schools during Current School Year. Cost determinants include:
 - Number of School Days (180 for Regular School Year)
 - Number of Schools that Reopen for In-Person Education
 - School operating times, i.e. Potential for Longer Guard Shifts to Cover Staggered Bell Times

Scenario Analysis

- Staff analyzed a variety of scenarios for school reopening to assess current and future program impacts
- All scenarios are based on current revenue estimate and current contract terms
- In all scenarios analyzed, program was sustainable for current school year
- Several scenarios result in program shortfalls next year – would need to reduce number of guards and/or secure additional funding for next year, or look at additional cost reductions

Financial Implications for Current School Year Scenarios

Scenarios	Number of Guard Days for 2020/21 Regular School Year	Number of Guard Hours Paid per Day This Yr./ Next Yr.	Ending Balance 2020/21 (\$)	Ending Balance 2021/22 (\$)
Baseline (Regular Full Year with 99 Guards)	180	4/4	456,498	(327,539)
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Scenario 6 (Shortened Year with 99 Guards and increased hours)	90	6/4	934,074	150,037



Long-Term Financial Impacts

- Potential significant reduction in the number of guards funded for 2022-23 Regular School (next recertification cycle)
- Traditionally the number of guards has been adjusted in conjunction with the four-year recertification cycle based on the number of guards that can be maintained without a Program deficit throughout the 4-year horizon

Next Steps

- Continue to prepare for school reopening, working with MCOE and ACMS
- Monitor revenues and cost impacts over the Fall, make budget adjustments if needed
- Review additional revenue options or cost reduction measures to maintain the number of guards at current level until the traditional Program recertification to become effective August 2022
- Decisions may be needed in Spring regarding next school year

Questions?



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DATE: September 24, 2020

TO: Transportation Authority of Marin Board of Commissioners

FROM: Anne Richman, Executive Director *Anne Richman*
Bill Whitney, Principal Project Delivery Manager

SUBJECT: Authorize Various Actions for the North/South Greenway Gap Closure Project (Action),
Agenda Item No. 10

RECOMMENDATION

The TAM Board authorize the Executive Director to (1) request the California Transportation Commission (CTC) to program and allocate \$1.5M in Local Partnership Program (LPP) funding (2) request the Metropolitan Transportation Commission (MTC) re-allocate previously programmed Regional Measure 2 (RM2) funds (3) execute a revised Cooperative Agreement with California Department of Transportation (Caltrans), and (4) execute a contract amendment with the consulting engineering firm Moffatt & Nichol to provide design services during construction and extend the contract term.

The Administration, Projects & Planning (APP) Executive Committee considered this item at the September 14th meeting and recommended this item be forwarded to the Board for approval.

BACKGROUND

Staff and TAM's consulting team have worked closely with Caltrans and the City of Larkspur staff to advance the North-South Greenway Gap Closure Project that includes widening of the Northbound US 101 off-ramp structure over Corte Madera Creek, closing the existing gap between the Central Marin Ferry Connector Path and the existing Greenbrae Pedestrian Overcrossing on Old Redwood Highway (referred to as the Northern Segment). TAM is the project sponsor and completed the California Environmental Quality Act (CEQA) environmental analysis in July 2016.

Staff assessed the scope of the Northern Segment and concluded it would be more efficient to implement it in two phases, since one portion of the path is within the Caltrans right-of-way and the other portion is along Old Redwood Highway which is solely within City of Larkspur's right-of-way. This way Caltrans can administer the construction of the portion it will take ownership of and Larkspur can administer the construction of the portion it will take ownership of.

DISCUSSION/ANALYSIS

TAM and Caltrans completed the design and prepared the construction documents for bidding over the spring and early summer. The project was released for construction bidding and received a total of eight bids on August 26, 2020. Caltrans is administering the award process and is reviewing the bid results for compliance with the

contract document requirements. After an initial review TAM and Caltrans agree the bids are competitive and reasonable. A recommendation to award is pending however all bids are higher than the engineers' estimate and exceed available funding.

TAM is the project sponsor and has provided funding for the earlier phases and will need to provide funding for the construction phase. It should be noted that RM2 funds from MTC are the main funding source for the project. Staff is evaluating various funding sources as well as cost saving options that can be used to close the shortfall due to the higher than expected bids. The funding sources being pursued are further discussed below.

Staff completed an in-depth value engineering assessment during the final design process, however given the higher than expected construction cost we are re-evaluating various components to determine if savings can be achieved. Assuming the project moves forward with contract award we can implement acceptable scope reductions and associated cost savings if deemed appropriate.

TAM has retained the services of Moffatt & Nichol to prepare the environmental reports and final design. Now that we are entering the construction phase, technical service to TAM and Caltrans to address design issues encountered during construction are needed. A contract amendment is proposed to retain Moffatt & Nichol for these services. The scope and fee are currently being negotiated and are within the estimated funding plan.

TAM has entered into a Cooperative Agreement with Caltrans to provide oversight during the environmental/design process and to administer the project during construction. The Cooperative Agreement will need to be revised to reflect the final cost and funding plan in the construction phase.

FISCAL CONSIDERATION

Including funds needed for the Moffatt & Nichol support services during construction, a total of \$2.5 million additional funding is required to close the funding gap and provide a full funding plan for the Northern Segment Creek Crossing.

Senate Bill (SB) 1 - Local Partnership Program (LPP) Incentive Funds

Staff has contacted the CTC to discuss the use of LPP funds up to \$1.50 million to defray the project's shortfall.

The CTC set aside up to \$5 million in the LPP Guidelines to a jurisdiction that receives voter approval of new or renewed tax measure dedicated for transportation purposes. This was an incentive established by the CTC to recognize new or renewed voter-approved self-help efforts in pursuing future tax measures.

When Measure AA was passed by Marin voters in November 2018, TAM became eligible for the LPP incentive funds. In March 2019, the CTC programmed \$5 million to TAM for specific transportation project(s) to be determined at a later date. TAM may request to program these funds to any eligible project(s) no later than June 2021.

Staff is proposing to request the CTC to program \$1.5 million of the LPP Incentive Funds to the Northern Segment of the North/South Greenway Gap Closure Project. The next CTC meeting is October 21, 2020 and the following meeting is December 2, 2020. It is imperative that this programming request is placed on the October CTC agenda since the contractors' bids received will likely expire before the December CTC meeting. The CTC typically requires 60-day notice to place a request on its agenda, but staff has reached out to CTC for exception under the special circumstance. Caltrans also agreed to help to place TAM's programming request on the October CTC agenda if TAM Board approval is obtained in September 2020.

Projects funded with LPP funds require at least a one-to-one match of private, local, federal, or non-CTC approved state funds. The Northern Segment of the North/South Greenway Gap Closure Project has sufficient matching funds to meet this requirement.

Staff will present proposals for the remaining LPP Incentive Funds at a future meeting.

MTC/Regional Measure 2 (RM2)

Staff has also contacted MTC to assess and evaluate funding options. MTC has previously allocated RM2 funding to the Central Marin Ferry Connection (CMFC) and the Southern Segment of the North/South Greenway Gap Closure Project which were used to advance these projects. Remaining funds from the CMFC project could be re-directed to help close the funding gap for the Northern Segment. As previously reported, environmental work on the Southern Segment has been suspended pending the results of the bidding process. Staff is now recommending the approximately \$1 million in RM2 funds remaining from both the Southern Segment and the CMFC project be re-directed to the Northern Segment to help close the funding gap.

NEXT STEPS

Staff will continue to work with CTC and MTC to finalize allocation of the RM2 and LPP funds. Once funds are allocated, staff will amend the agreement with Moffat & Nichols, and will amend the Co-op agreement with Caltrans. Staff expects that if all funds are secured, Caltrans would execute the construction contract later this fall, with construction activities commencing after that.

ATTACHMENTS

Attachment A – PowerPoint Presentation

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Item 10 - Attachment A



North-South Greenway Gap Closure Project

TAM Board of Commissioners
September 24, 2020

Background

- The North South Greenway GAP Closure Project received funding when TAM suspended work on the Highway 101 Greenbrae Corridor Project.
- MTC re-directed the remaining Regional Measure 2 funds to the Greenway in central Marin to create a multi-use path south of the pedestrian & bicycle bridge over Sir Francis Drake Blvd.
- Overall goal was to close the existing gap and link the MUP at SFD with the MUP's at Wornum Drive.

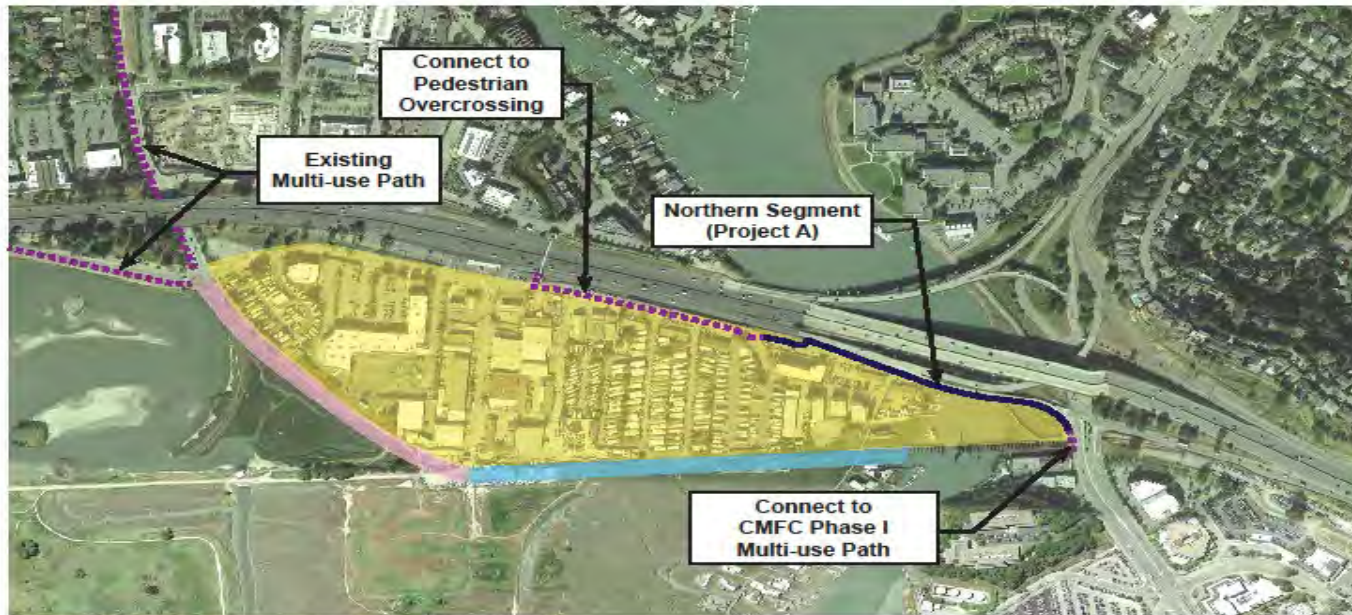
Background

- Project development activities have been underway since 2015
- The implementation strategy was to pursue the project in two segments. The projects are referred to as:
 - North-South Greenway Gap Closure Project -Northern Segment
 - North-South Greenway Gap Closure Project –Southern Segment



Central Marin North-South Greenway

“Northern Segment” in Central Marin



Aerial from Google Earth Pro © 2013. Additional information added by CH2M HILL.

LEGEND
County
Larkspur
Corte Madera

ATTACHMENT 1
Northern Segment (Project A)
North/South Greenway Gap Closure Project (CMFC Phase II)
Larkspur, California

TB025061452247BA0_Larkspur-NS_GreenwayGap_Incl_P50614_Bo



“Southern Segment” in Central Marin



Aerial from Google Earth Pro © 2013. Additional information added by CH2M HILL.

- LEGEND
- County
 - Larkspur
 - Corie Madera

ATTACHMENT 2
Southern Segment (Project B)
North/South Greenway Gap Closure Project (CMFC Phase II)
Larkspur, California

TB025061482747BAG_Larkspur-4-S_GreenwayGap.indd_950614_ba



BRIDGE MULTI-USE PATHWAY & CMFC TRANSITION PLAZA

Item 10 - Attachment A

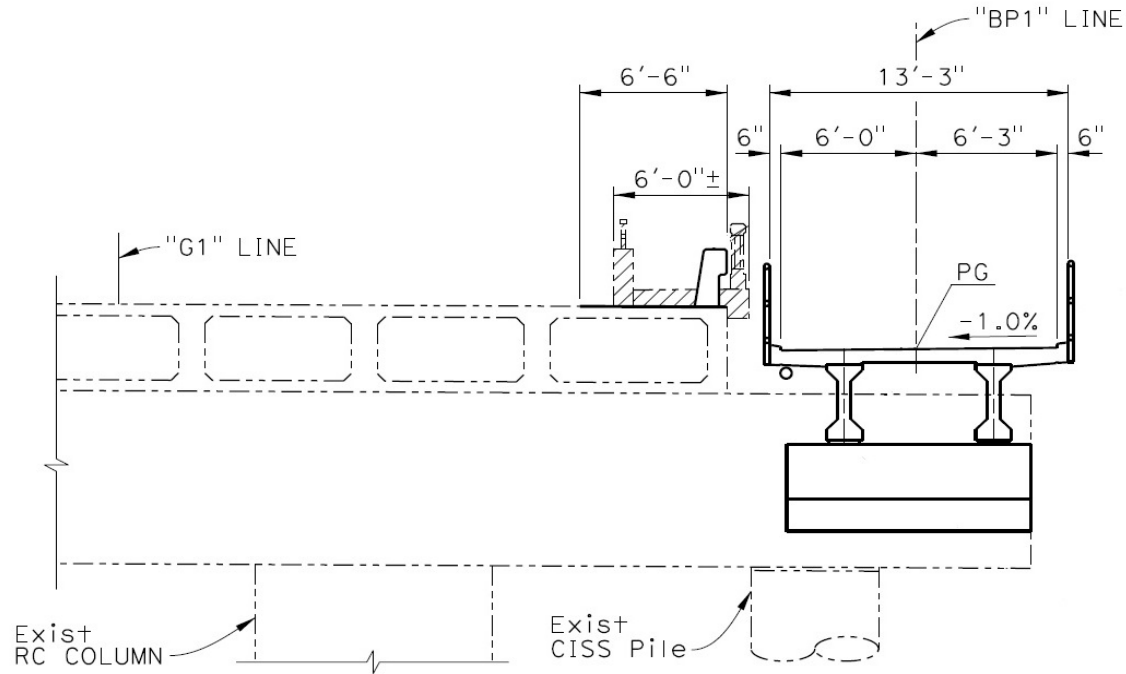


NEW SHOULDER ON
OFF-RAMP FOR
VEHICLES

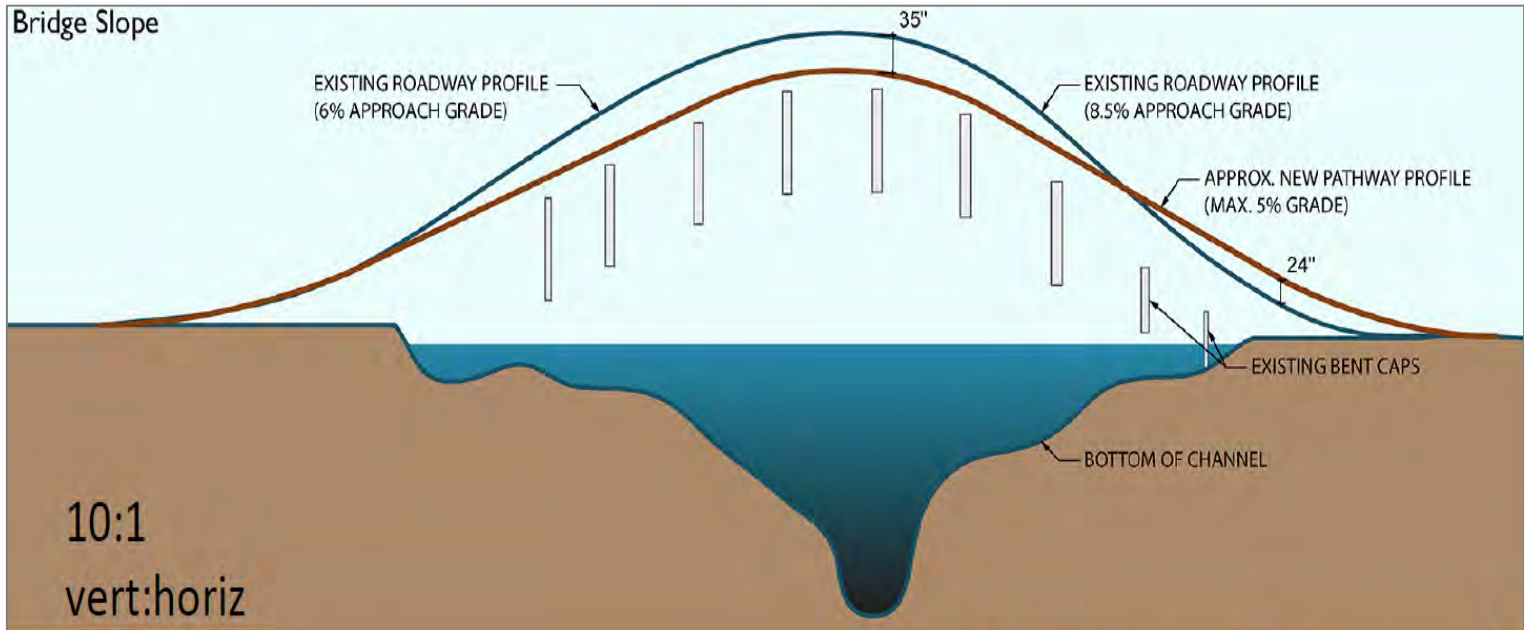
NEW CLASS I
MULTI-USE PATHWAY

NEW TRANSITION
PLAZA TO CMFC

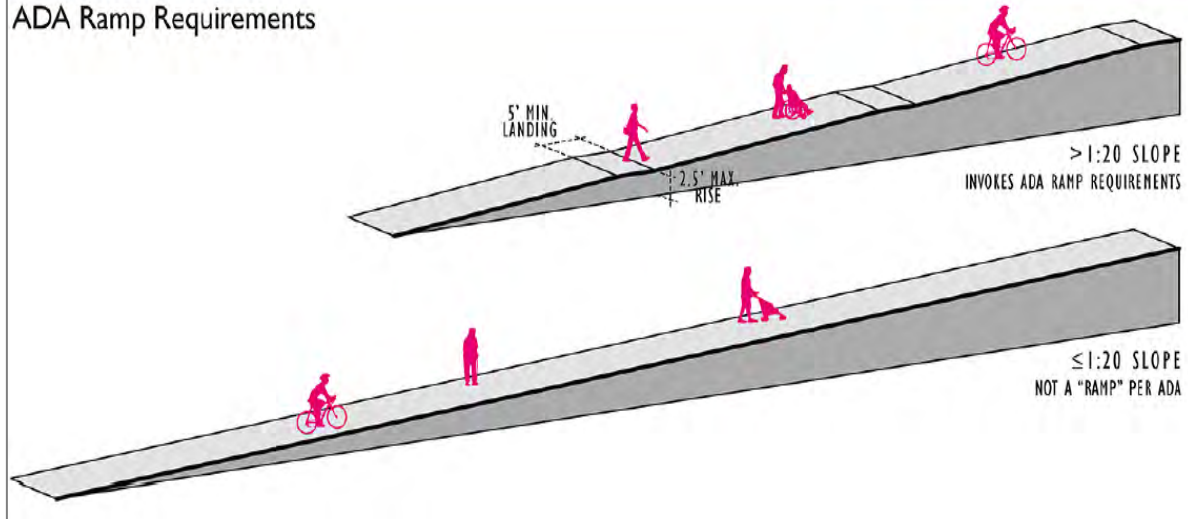
Typical Cross-Section Using Existing Bents

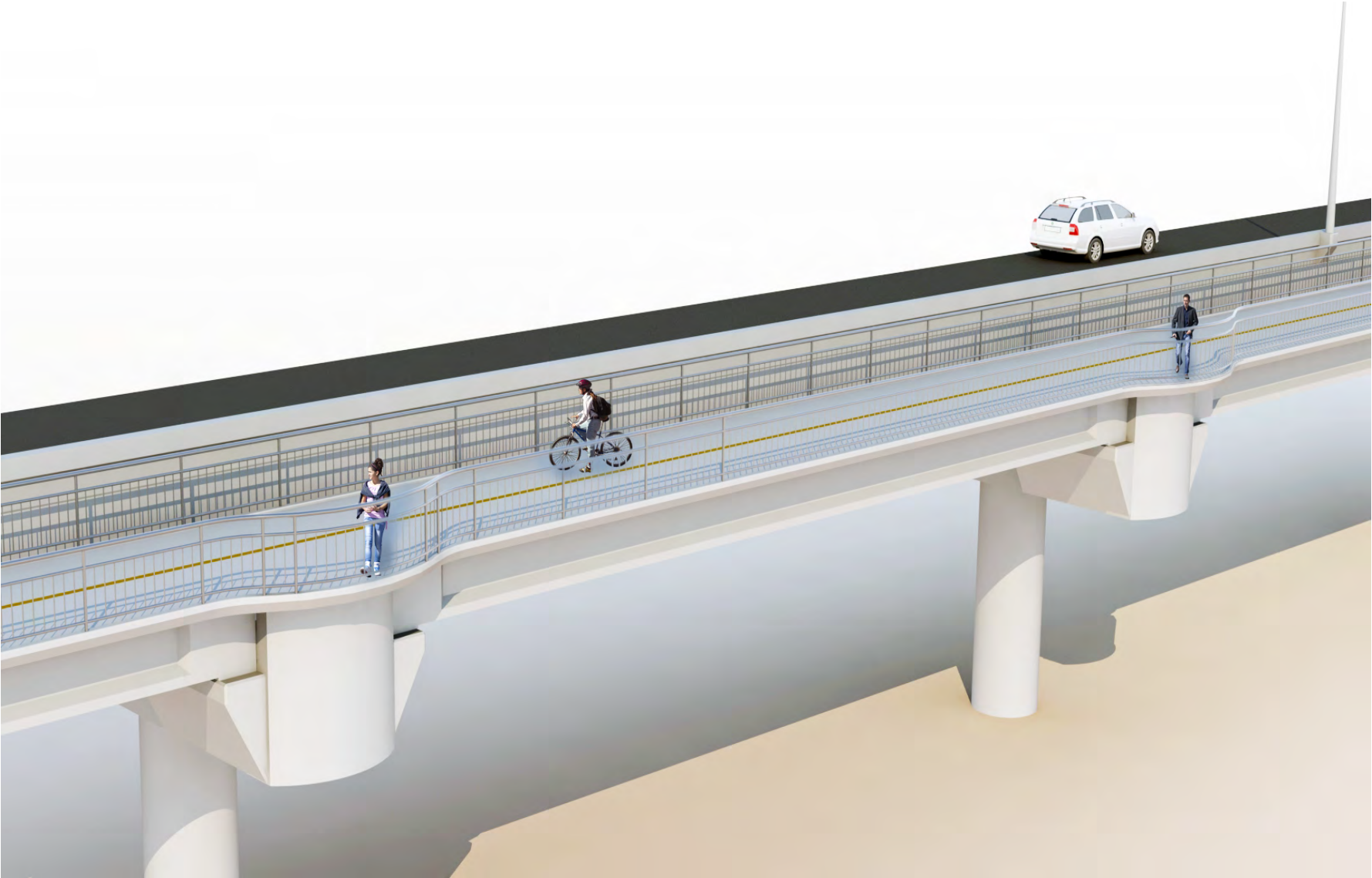


PROPOSED PROFILE Item 10 - Attachment A



ADA Ramp Requirements





OLD REDWOOD HIGHWAY: PROPOSED CONDITIONS

Item 10 - Attachment A



NEW CLASS I
MULTI-USE PATHWAY
ALONG WEST SIDE

28 UPGRADED
WEST SIDE
PARKING
SPACES

Northern Segment

MUP Crossing Creek – Caltrans Project

- Environmental, Permitting, Design Complete
- Construction bids received

MUP on Old Redwood Highway – In the City of Larkspur

- Environmental & Design underway

Northern Segment - Caltrans Project

- Construction Bidding

Competitive with eight bids submitted

Low bidder exceeded available funds

Caltrans & TAM evaluated bids and recommend award if additional funds can be identified and allocated

Northern Segment - Caltrans Project

Funding Plan

Existing Committed Funds:

- Regional Measure 2
- Bay Area Air Quality Management District
- TAM Measure A

Additional Funds Requested:

- Re-direct RM2 Funds from other TAM sponsored projects, needs MTC approval: \$1M
- SB1 Local Partnership Program (LPP), needs Caltrans/CTC approval: \$1.5M

Recommended Actions

Authorize the Executive Director to:

- Request the CTC program and allocate \$1.5M in Local Partnership Program funding
- Request the MTC re-allocate previously programmed Regional Measure RM2 funds
- Execute a revised Cooperative Agreement with Caltrans, and
- Execute a contract amendment with our consulting firm to provide design services during construction

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DATE: September 24, 2020

TO: Transportation Authority of Marin Board of Commissioners

FROM: Anne Richman, Executive Director *Anne Richman*
Derek McGill, Planning Manager

SUBJECT: MTC's Plan Bay Area 2050 Final Blueprint (Discussion), Agenda Item No. 11

RECOMMENDATION

Discussion item only. The Administration, Projects and Planning Executive Committee reviewed and discussed this item at its September 14, 2020 meeting.

BACKGROUND

Every four years, the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG) are required to develop and adopt a Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS). The last RTP/SCS, known as Plan Bay Area 2040, was adopted in August of 2017. Immediately following the adoption of Plan Bay Area 2040, MTC staff began development of a scenario planning process, Horizon, and the update to the RTP/SCS known as Plan Bay Area 2050 (PBA 2050).

As the Congestion Management Agency (CMA) for Marin County, TAM is required to coordinate with MTC on the development of the RTP/SCS and to submit projects on behalf of Marin County. In April 2020, the TAM Board accepted its final list of projects for Marin County for consideration in PBA 2050. At that time, the Board authorized the Executive Director to sign a letter of commitment/support from the North Bay County Transportation Agencies for State Route (SR) 37, to support its inclusion into the final Transportation Element of the plan.

The submittal of the Marin County Project List completed a series of presentations at the TAM Board that occurred between December 2019 and February 2020. Since the development of the Marin County Project List, MTC released the final Transportation Element in July, and adoption of the final blueprint is expected to occur in September 2020.

DISCUSSION/ANALYSIS:

At the July 2020 TAM Board meeting, staff provided an update on which of Marin's transportation investments were proposed to be included in the transportation element of PBA 2050. At that meeting staff noted that most of the Marin County projects submitted by TAM were included in the plan. Staff also noted that MTC staff would continue to engage in discussions with North Bay transportation agencies on the inclusion of SR 37 improvements in the final blueprint.

Since that time, MTC staff has continued to support including SR 37 within the blueprint, and developed a flexible strategy that would allow discussions to continue regarding the future use of the Richmond-San Rafael Bridge Bike Path, and Golden Gate Transit service frequency enhancements. With these projects added, the updated list of Marin' projects is proposed to be fully included in the transportation element of the fiscally constrained plan.

MTC's recommendations are aligned to support the Senate Bill (SB) 375-mandated reduction in per-capita greenhouse gas emissions, as well as to advance the adopted PBA 2050 goals and objectives. In order to meet the mandated per-capita greenhouse gas (GHG) reductions from passenger vehicle travel, MTC has advanced a coordinated land use and transportation strategy that if fully implemented would:

- improve Marin's transportation system,
- maintain the operations of the existing transit service and local pavement condition index,
- improve safety on our transportation system,
- advance Sea Level Rise projects in Marin County,
- meet State GHG goals,
- continue the region's eligibility for future SB1 program funds, and
- support the advancement of equity for the region.

However, to achieve the outcomes identified in the plan including the GHG target, the region will need to further discuss implementation of many aspects of this plan in much greater detail than can be identified in the broad lens of a regional land use and transportation plan. For example, in addition to the transportation projects and the growth area designations, the Plan includes 35 broad policy strategies to achieve its goals. One of these strategies is tolling/ congestion pricing with means-based tolls that helps support the inclusion of projects in the plan, but would require additional study, likely legislation, and further public and stakeholder outreach.

The executive committee at its September 14th meeting noted that North Bay MTC commissioners provided comments to MTC on the proposed tolling strategy included as Attachment D. Additionally, the committee had clarification questions regarding equity and tolling on highway facilities.

FISCAL CONSIDERATION:

This item has no direct fiscal impact to TAM.

NEXT STEPS:

TAM will continue to monitor and report on PBA 2050 activities as they pertain to Marin County's transportation interests.

ATTACHMENTS:

- Attachment A: List of PBA 2050 Projects
- Attachment B: List of PBA 2050 Strategies
- Attachment C: PBA 2050 Growth Geographies
- Attachment D: North Bay Commissioners Letter to MTC
- Attachment E: Staff Presentation

Final Blueprint: Transportation Element (Fiscally-Constrained Projects)

Project Title/Program	County	Anticipated Project Opening	Total Cost (YOE\$, Millions)
Maintain & Optimize Existing Infrastructure			
T1. Restore, Operate & Maintain the Existing System			
Accelerate Restoration of Transit Operations to 2019 Levels	Regional	1. 2021-2035	\$3,000
BART Hayward Maintenance Complex Phase 1	Multi County	1. 2021-2035	\$465
BART Seismic Retrofit Program	Multi County	Various	\$1,830
Maintain & Operate Existing Local Streets & Roads	Regional	Various	\$62,100
Maintain & Operate Existing Transit Service	Regional	Various	\$208,000
Maintain Existing Local Bridges	Regional	Various	\$2,550
Maintain Existing Regional "Toll" Bridges	Regional	Various	\$21,900
Maintain Existing State Highways	Regional	Various	\$24,400
Maintain Existing Transit Capital Assets	Regional	Various	\$59,100
Marin Transit Operations & Maintenance Facility	Marin	1. 2021-2035	\$30
VINE Maintenance Facility	Napa	1. 2021-2035	\$40
<i>Other Programmatic Investments to Operate & Maintain the Existing System</i>	Multi County	Various	\$6,830
T2. Support Community-Led Transportation Enhancements in Communities of Concern	Regional	Various	\$8,000
T3. Enable a Seamless Mobility Experience		Various	
Station Access & Mobility Improvements	Multi County	Various	\$2,400
Unified Trip Planning & Fare Payments	Regional	Various	\$1,000
<i>Other Programmatic Investments to Enable a Seamless Mobility Experience</i>	Multi County	Various	\$45
T4. Reform Regional Transit Fare Policy			
Measure B Affordable Fare Program	Santa Clara	Various	\$45
Reform Regional Transit Fare Policy	Regional	Various	\$10,000
T5. Implement Per-Mile Tolling on Congested Freeways with Transit Alternatives	Regional	1. 2021-2035	\$1,000
T6. Improve Interchanges & Address Highway Bottlenecks			
Bay Area Forward Program	Regional	1. 2021-2035	\$950
Dumbarton Bridge West Side Access Improvements	San Mateo	2. 2036-2050	\$60
I-80 Corridor & Interchange Improvements	Contra Costa	Various	\$130
I-80 Corridor & Interchange Improvements	Solano	Various	\$75
I-80 Yerba Buena Island Interchange Improvement	San Francisco	1. 2021-2035	\$280
I-80/I-680/SR-12 Interchange Improvements + Widening Packages 3-5, 6 & 7	Solano	Various Phases	\$660
I-280 Corridor & Interchange Improvements	San Francisco	1. 2021-2035	\$25
I-280 Corridor & Interchange Improvements	Santa Clara	Various	\$595
I-380 Corridor & Interchange Improvements	San Mateo	1. 2021-2035	\$45
I-580 Corridor & Interchange Improvements	Alameda	Various	\$315
I-680 Corridor & Interchange Improvements	Alameda	2. 2036-2050	\$45
I-680 Corridor & Interchange Improvements	Contra Costa	2. 2036-2050	\$35
I-680 Corridor & Interchange Improvements	Santa Clara	2. 2036-2050	\$95
I-680/SR-4 Interchange Improvements Phases 1, 2, 4, 5	Contra Costa	Various Phases	\$440
I-880 Corridor & Interchange Improvements	Alameda	1. 2021-2035	\$530
I-880 Corridor & Interchange Improvements	Santa Clara	2. 2036-2050	\$20
Richmond-San Rafael Bridge East Side Access Improvements	Contra Costa	1. 2021-2035	\$115
Richmond-San Rafael Bridge Reserve for Post Pilot Recommendation	Multi County	1. 2021-2035	\$60
Soscol Junction Improvements	Napa	1. 2021-2035	\$60
SR-4 Integrated Corridor Mobility	Contra Costa	2. 2036-2050	\$25
SR-4 Operational Improvements	Contra Costa	Various Phases	\$230
SR-4/Vasco Road Widening	Contra Costa	2. 2036-2050	\$510
SR-17 Corridor & Interchange Improvements	Santa Clara	1. 2021-2035	\$50
SR-24 Corridor & Interchange Improvements	Contra Costa	2. 2036-2050	\$40
SR-29 Corridor Improvements	Napa	Various Phases	\$105
SR-37 Interim Project (e.g., Widening + Tolling)	Multi County	1. 2021-2035	\$740
SR-85 Corridor & Interchange Improvements	Santa Clara	2. 2036-2050	\$80
SR-87 Corridor & Interchange Improvements	Santa Clara	2. 2036-2050	\$85
SR-92 Corridor & Interchange Improvements	Alameda	1. 2021-2035	\$40
SR-152 Environmental Studies for New Alignment	Contra Costa	1. 2021-2035	\$50
SR-237 Corridor & Interchange Improvements	Santa Clara	Various	\$415
SR-239 Feasibility Studies & Project Development	Contra Costa	1. 2021-2035	\$30
SR-242 Corridor & Interchange Improvements	Contra Costa	2. 2036-2050	\$90
SR-262 Safety & Interchange Improvements Phase 1	Alameda	2. 2036-2050	\$445
U.S. 101 Corridor & Interchange Improvements	San Mateo	1. 2021-2035	\$900
U.S. 101 Corridor & Interchange Improvements	Santa Clara	Various	\$1,170
U.S. 101 Corridor & Interchange Improvements	Sonoma	1. 2021-2035	\$240
U.S. 101 Marin-Sonoma Narrows	Multi County	1. 2021-2035	\$140
U.S. 101/I-580 Direct Connector	Marin	1. 2021-2035	\$171
Vasco Road/Byron Highway New Connector Road	Contra Costa	2. 2036-2050	\$185
<i>Other Programmatic Investments to Improve Interchanges & Address Highway Bottlenecks</i>	Regional	Various	\$620
T7. Advance Other Regional Programs & Local Priorities			

Final Blueprint: Transportation Element (Fiscally-Constrained Projects)

Project Title/Program	County	Anticipated Project Opening	Total Cost (YOES, Millions)
66 7th Street Grade Separation East	Alameda	1. 2021-2035	\$315
67 7th Street Grade Separation West	Alameda	1. 2021-2035	\$310
68 511 Bay Area Program	Regional	2. 2036-2050	\$340
69 All Electronic Tolling	Regional	2. 2036-2050	\$200
70 Carpool/Vanpool Program	Regional	2. 2036-2050	\$800
71 Cost Contingency/Reserve	Regional	Various	\$2,000
72 Decoto Road Multimodal "Complete Street" Corridor	Alameda	1. 2021-2035	\$20
73 Goods Movement & Rail Safety	Alameda	Various	\$1,550
74 I-80 Westbound Truck Scales	Solano	1. 2021-2035	\$250
75 Management Systems, Travel Demand Management & Emission Reduction Technologies	Regional	Various	\$1,280
76 Minor Highway/Roadway Improvements (inclusive of local roadway widenings)	Regional	Various	\$5,280
77 Motorist Aid Services	Regional	2. 2036-2050	\$520
78 Oakland Army Base Infrastructure Improvements	Alameda	1. 2021-2035	\$300
79 Quarry Lakes Parkway	Alameda	Various Phases	\$210
80 Regional Communications Network	Regional	2. 2036-2050	\$600
81 Regional Planning/Programs	Regional	2. 2036-2050	\$3,000
82 <i>Other Programmatic Investments to Advance Other Regional Programs & Local Priorities</i>	Regional	Various	\$640
83			
84 Create Healthy & Safe Streets			
85 T8. Build a Complete Streets Network			
86 * Bay Skyway	Multi County	2. 2036-2050	\$585
87 * Better Market Street	San Francisco	1. 2021-2035	\$300
88 Build A Complete Streets Network	Regional	Various	\$7,000
89 <i>Other Programmatic Investments to Build a Complete Streets Network</i>	Regional	Various	\$5,140
90 T9. Advance Regional Vision Zero Policy through Street Design & Reduced Speeds			
91 Advance Regional Vision Zero Policy through Street Design & Reduced Speeds	Regional	2. 2036-2050	\$1,000
92 <i>Other Programmatic Investments to Advance Regional Vision Zero Policy</i>	Regional	Various	\$3,460
93			
94 Enhance Regional & Local Transit			
95 T10. Enhance Local Transit Frequency, Capacity & Reliability			
96 AC Transit 23rd Street Corridor Rapid/Bus Rapid Transit	Contra Costa	1. 2021-2035	\$260
97 AC Transit Alameda Point Transit Network	Alameda	1. 2021-2035	\$500
98 AC Transit E 14th/Mission & Fremont Blvd Multimodal Corridor	Alameda	1. 2021-2035	\$330
99 AC Transit Local Service Frequency Increase	Multi County	1. 2021-2035	\$3,760
100 AC Transit Rapid Network	Multi County	Various	\$2,000
101 AC Transit San Pablo Bus Rapid Transit	Multi County	1. 2021-2035	\$300
102 County Connection Bus Service Expansion	Contra Costa	2. 2036-2050	\$35
103 NVRTA Expanded Bus Frequencies	Napa	Various	\$165
104 SamTrans El Camino Bus Rapid Transit	San Mateo	2. 2036-2050	\$350
105 San Francisco Downtown San Francisco Congestion Pricing	San Francisco	1. 2021-2035	\$1,090
106 San Jose Downtown Coordinated Area Plan & Transit Center Improvements	Santa Clara	2. 2036-2050	\$300
107 San Rafael Transit Center Relocation	Marin	1. 2021-2035	\$50
108 SFMTA Geary Bus Rapid Transit Phase 2	San Francisco	1. 2021-2035	\$685
109 SFMTA Geneva-Harney Bus Rapid Transit	San Francisco	1. 2021-2035	\$70
110 SFMTA Historic Streetcar Extension - Fort Mason to 4th & King	San Francisco	1. 2021-2035	\$70
111 SFMTA Muni Forward	San Francisco	1. 2021-2035	\$2,630
112 SFMTA Southeast San Francisco Transit Improvements	San Francisco	1. 2021-2035	\$635
113 SFMTA T-Third Phase II: Central Subway	San Francisco	1. 2021-2035	\$225
114 ** SFMTA Train Control Upgrade (Core Capacity)	San Francisco	1. 2021-2035	\$690
115 SFMTA Transit Fleet Expansion Buses	San Francisco	1. 2021-2035	\$260
116 SFMTA Transit Fleet Expansion Facilities	San Francisco	1. 2021-2035	\$295
117 SFMTA Transit Fleet Expansion Light Rail Vehicle (Core Capacity)	San Francisco	1. 2021-2035	\$205
118 SFMTA Van Ness Avenue Bus Rapid Transit	San Francisco	1. 2021-2035	\$1,580
119 Sonoma County Service Frequency Increase	Sonoma	1. 2021-2035	\$330
120 STA Solano Express Bus to BRT-lite	Solano	1. 2021-2035	\$25
121 Transit Extension (BRT) from Hillcrest eBART to Brentwood Intermodal Station	Contra Costa	2. 2036-2050	\$295
122 Treasure Island Congestion Pricing + New Ferry Service (WETA)	San Francisco	1. 2021-2035	\$1,300
123 VTA Extend Light Rail Transit from Eastridge to BART Regional Connector	Santa Clara	1. 2021-2035	\$590
124 VTA Extend Light Rail Transit from Winchester Station to SR-85 (Vasona Junction)	Santa Clara	2. 2036-2050	\$555
125 VTA Fast Transit Implementation	Santa Clara	2. 2036-2050	\$300
126 VTA High Capacity Transit Corridors	Santa Clara	Various	\$500
127 VTA Implement El Camino Rapid Transit	Santa Clara	2. 2036-2050	\$25
128 VTA Light Rail Modernization and Grade Separation Diridon to North San Jose	Santa Clara	2. 2036-2050	\$8,500
129 VTA Measure B Frequent Core Bus Network - 15 minutes	Santa Clara	2. 2036-2050	\$660
130 VTA SR 85 Corridor Improvements - Measure B	Santa Clara	2. 2036-2050	\$350
131 VTA Stevens Creek Rail	Santa Clara	2. 2036-2050	\$2,830

Final Blueprint: Transportation Element (Fiscally-Constrained Projects)

Project Title/Program	County	Anticipated Project Opening	Total Cost (YOES, Millions)
<i>Other Programmatic Investments to Enhance Local Transit Frequency, Capacity & Reliability</i>	Regional	Various	\$1,600
T11. Expand and Modernize the Regional Rail Network			
*** ACE Service Frequency Increase 8 Trains Per Day	Multi County	Various Phases	\$400
ACE/Capitol Corridor Capital Projects to Enhance Rail Service to Santa Clara (e.g. Alviso Wetlands)	Santa Clara	1. 2021-2035	\$200
BART Bay Fair Connection	Alameda	1. 2021-2035	\$235
BART Irvington Station	Alameda	1. 2021-2035	\$230
BART Rail Vehicle Expansion Procurement Phase 3	Multi County	1. 2021-2035	\$630
BART Service to Silicon Valley Phase II	Santa Clara	1. 2021-2035	\$10,100
BART System Expansion & Capacity Improvements	Multi County	Various	\$8,010
BART Transit Operations Facility	Multi County	Various	\$135
Caltrain Downtown Extension	San Francisco	1. 2021-2035	\$3,940
Caltrain Electricification	Multi County	1. 2021-2035	\$1,980
Caltrain Enhanced Frequency 8 Trains Per Hour	Multi County	2. 2036-2050	\$2,840
Caltrain Grade Separations	Multi County	Various	\$5,760
Capitol Corridor South Bay Connect	Alameda	1. 2021-2035	\$265
Diridon Station Improvements	Santa Clara	2. 2036-2050	\$3,250
Dumbarton Rail Group Rapid Transit	Multi County	2. 2036-2050	\$3,840
Ferry Service Antioch, Martinez & Hercules to San Francisco	Contra Costa	1. 2021-2035	\$110
GGBHTD Ferry Service Enhancements	Multi County	1. 2021-2035	\$485
High Speed Rail Millbrae SFO Station	San Mateo	1. 2021-2035	\$40
Millbrae SFO Guideway Improvement	San Mateo	1. 2021-2035	\$175
Mineta San Jose International Airport Connector Automated People Mover	Santa Clara	2. 2036-2050	\$500
Regional Hovercraft Pilot Project	San Mateo	1. 2021-2035	\$165
SMART Extension to Windsor	Sonoma	1. 2021-2035	\$142
Transbay Rail New San Francisco-Oakland Crossing	Multi County	2. 2036-2050	\$28,800
Valley Link New Bay Area Service	Alameda	1. 2021-2035	\$2,910
WETA Berkeley-San Francisco Ferry	Multi County	1. 2021-2035	\$300
WETA Existing Ferry Service Enhancement	Multi County	1. 2021-2035	\$1,480
WETA Mission Bay-East & North Bay Ferry	Multi County	1. 2021-2035	\$270
WETA Redwood City-San Francisco-Oakland Ferry	Multi County	1. 2021-2035	\$470
<i>Other Programmatic Investments to Expand & Modernize the Regional Rail Network</i>	Regional	Various	\$750
T12. Build an Integrated Regional Express Lane and Express Bus Network			
AC Transit Transbay Service Increase Phase 1	Multi County	Various Phases	\$230
GGBHTD Bus Service Enhancements	Multi County	1. 2021-2035	\$395
I-80 Express Bus Service Improvements Phase 1	Contra Costa	1. 2021-2035	\$280
I-80 Express Lanes Implementation	Alameda	Various Phases	\$220
I-80 Express Lanes Implementation	Solano	Various Phases	\$570
I-280 Express Lanes Implementation	Santa Clara	2. 2036-2050	\$130
I-580 Express Lanes Implementation	Alameda	1. 2021-2035	\$255
I-680 Express Bus Service and Transit Improvements	Contra Costa	1. 2021-2035	\$230
I-680 Express Bus Service to Silicon Valley	Alameda	1. 2021-2035	\$170
I-680 Express Lanes Implementation	Alameda	Various Phases	\$675
I-680 Express Lanes Implementation	Contra Costa	1. 2021-2035	\$560
I-680 Express Lanes Implementation	Santa Clara	1. 2021-2035	\$50
I-880 Express Lanes Implementation	Alameda	Various Phases	\$395
I-880 Express Lanes Implementation	Santa Clara	1. 2021-2035	\$70
NVTA Express Bus Enhancements + Express Buses	Napa	1. 2021-2035	\$45
ReX Blue Line (Basic Express Bus from San Francisco to San Jose)	Multi County	1. 2021-2035	\$635
ReX Green Line (Premium Express Bus from Vallejo to SFO Airport)	Multi County	1. 2021-2035	\$1,220
ReX Red Line (Basic Express Bus from Oakland to Redwood City)	Multi County	1. 2021-2035	\$635
SamTrans New Regional Express Bus Routes	San Mateo	1. 2021-2035	\$480
SFMTA Express Bus Service on Express Lanes	San Francisco	1. 2021-2035	\$240
SR-4 Express Lanes Implementation	Contra Costa	1. 2021-2035	\$75
SR-84 Express Lanes Implementation	Alameda	2. 2036-2050	\$10
SR-85 Express Lanes Implementation	Santa Clara	1. 2021-2035	\$230
SR-85/U.S. 101 Express Lanes Implementation	Santa Clara	1. 2021-2035	\$50
SR-92 Express Lanes Implementation	Alameda	2. 2036-2050	\$15
SR-237 Express Lanes Implementation	Santa Clara	1. 2021-2035	\$45
U.S. 101 Bus Service on Shoulder	Marin	1. 2021-2035	\$10
U.S. 101 Express Lanes Implementation	San Mateo	1. 2021-2035	\$405
U.S. 101 Express Lanes Implementation	Santa Clara	1. 2021-2035	\$560
U.S. 101/I-280 Express Lanes Implementation	San Francisco	1. 2021-2035	\$210
Reduce Risks from Hazards (transportation projects only)			
EN1. Adapt to Sea Level Rise			
BART Climate Adaptation/Resiliency & Sustainability Program	Multi County	2. 2036-2050	\$360

Final Blueprint: Transportation Element (Fiscally-Constrained Projects)

Project Title/Program	County	Anticipated Project Opening	Total Cost (YOES, Millions)	
193 I-580/US-101/SMART Sea Level Rise Resilience Project	Marin	1. 2021-2035	\$1,045	198
194 SR-37 Long-Term Project (e.g., Sea Level Rise Resilience)	Multi County	2. 2036-2050	\$5,120	199
195 SR-84 Sea Level Rise Resilience Project	Alameda	2. 2036-2050	\$230	200
196 SR-237/VTA Sea Level Rise Resilience Project	Santa Clara	1. 2021-2035	\$180	201
197 US-101 Peninsula Sea Level Rise Resilience Project	San Mateo	2. 2036-2050	\$280	202
198 I-880 Sea Level Rise Resilience Project	Alameda	1. 2021-2035	\$50	203
199				204
200 Reduce Climate Emissions (transportation projects only)				205
201 EN8. Expand Clean Vehicle Initiatives	Regional	Various	\$4,500	206
202 EN9. Expand Transportation Demand Management Strategies	Regional	Various	\$500	207

Notes:

- * Costs overlap with regional program to build a complete streets network.
 - ** Costs overlap with regional program to maintain existing transit capital assets.
 - *** Capital costs overlap with capital projects program to enhance rail service to Santa Clara.
- Other 'Programmatic Investments' will be listed as projects or organized into programmatic categories for final Plan adoption.
This transportation project list is contingent on the inclusion of revenues from a regional all-lane tolling strategy.

PBA 2050 List of Strategies

Transportation: Maintain and Operate the Existing System –

- Strategy T1: Restore, Operate, and Maintain the Existing System \$390 billion
- Strategy T2: Support Community-Led Transportation Enhancements in Communities of Concern \$8 billion
- Strategy T3: Enable a Seamless Mobility Experience \$3 billion
- Strategy T4: Reform Regional Fare Policy \$10 billion
- Strategy T5: Implement Per-Mile Tolling on Congested Freeways with Transit Alternatives \$1 billion (in costs to construct related infrastructure)
- Strategy T6: Improve Interchanges and Address Highway Bottlenecks \$11 billion
- Strategy T7: Advance Other Regional Programs and Local Priorities \$18 billion

Transportation: Create Healthy and Safe Streets –

- Strategy T8: Build a Complete Streets Network \$13 billion
- Strategy T9: Advance Regional Vision Zero Policy through Street Design and Reduced Speeds \$4 billion

Transportation: Build a Next-Generation Transit Network –

- Strategy T10: Enhance Local Transit Frequency, Capacity, and Reliability \$34 billion
- Strategy T11: Expand and Modernize the Regional Rail Network \$78 billion
- Strategy T12: Build an Integrated Regional Express Lane and Express Bus Network \$9 billion

Housing: Protect and Preserve Affordable Housing –

- Strategy H1: Further Strengthen Renter Protections Beyond State Legislation \$2 billion
- Strategy H2: Preserve Existing Affordable Housing \$237 billion

Housing: Spur Housing Production at All Income Levels –

- Strategy H3: Allow a Greater Mix of Housing Densities and Types in Blueprint Growth Geographies \$N/A
- Strategy H4: Build Adequate Affordable Housing to Ensure Homes for All \$219 billion
- Strategy H5: Integrate Affordable Housing into All Major Housing Projects \$N/A
- Strategy H6: Transform Aging Malls and Office Parks into Neighborhoods \$N/A

Housing: Create Inclusive Communities –

- Strategy H7: Provide Targeted Mortgage, Rental, and Small Business Assistance to Communities of Concern \$10 billion
- Strategy H8: Accelerate Reuse of Public and Community Land for Mixed-Income Housing and Essential Services \$N/A

Economy: Improve Economic Mobility –

- Strategy EC1: Implement a Statewide Universal Basic Income \$205 billion
- Strategy EC2: Expand Job Training and Incubator Programs \$5 billion
- Strategy EC3: Invest in High-Speed Internet in Underserved Low-Income Communities \$10 billion

Economy: Shift the Location of Jobs –

- Strategy EC4: Allow Greater Commercial Densities in Growth Geographies \$N/A
- Strategy EC5: Provide Incentives to Employers to Shift Jobs to Housing-Rich Areas Well Served by Transit \$10 billion
- Strategy EC6: Retain and Invest in Key Industrial Lands \$4 billion

Environment: Reduce Risks from Hazards –

- Strategy EN1: Adapt to Sea Level Rise \$19 billion
- Strategy EN2: Provide Means-Based Financial Support to Retrofit Existing Residential Buildings (Energy, Water, Seismic, Fire) \$15 billion
- Strategy EN3: Fund Energy Upgrades to Enable Carbon-Neutrality in All Existing Commercial and Public Buildings \$18 billion
- Strategy EN4: Maintain Urban Growth Boundaries \$N/A

Environment: Expand Access to Parks and Open Space –

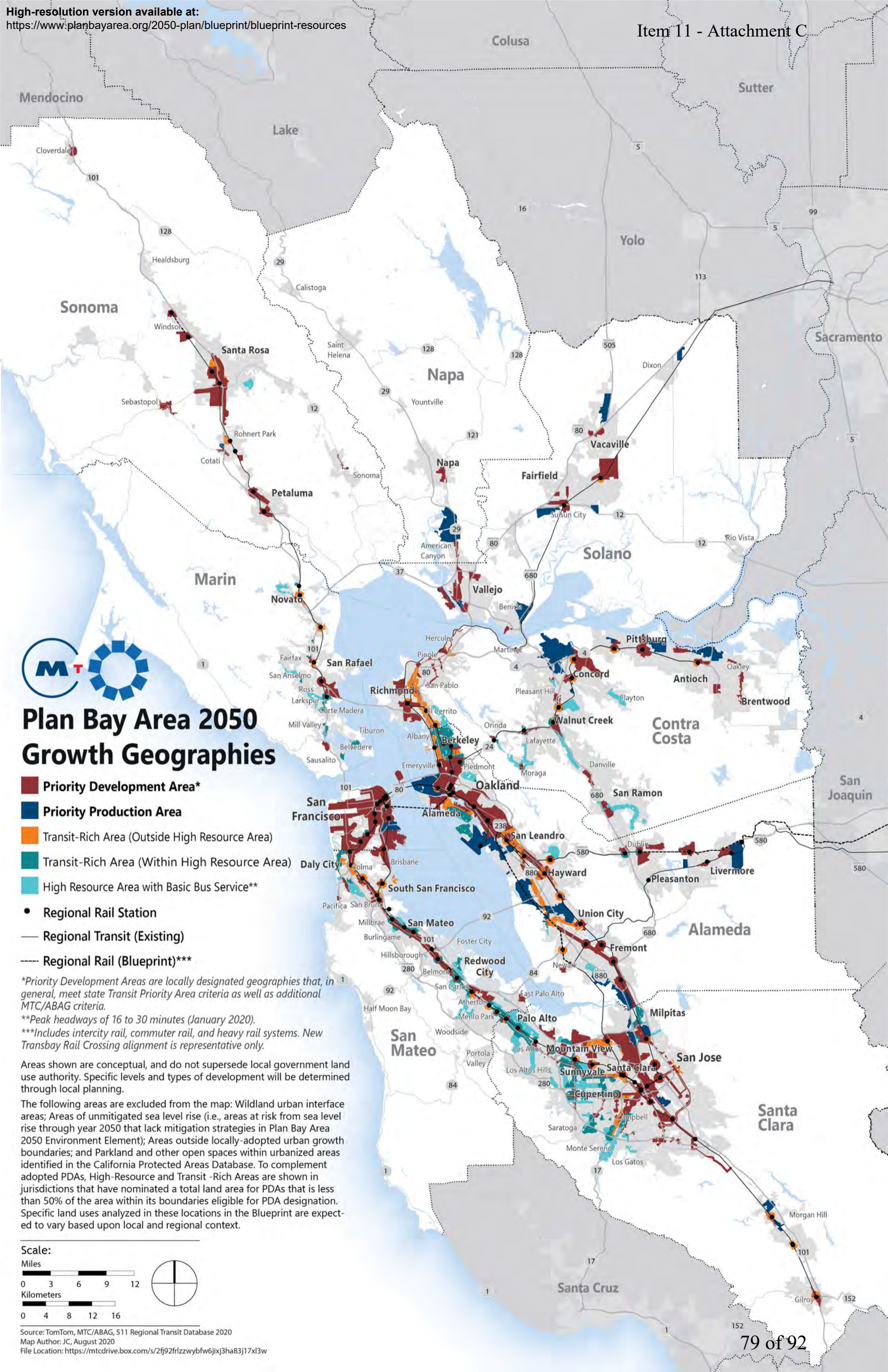
- Strategy EN5: Protect and Manage High-Value Conservation Lands \$15 billion
- Strategy EN6: Modernize and Expand Parks, Trails, and Recreation Facilities \$30 billion

Environment: Reduce Climate Emissions

- Strategy EN7: Institute Telecommuting Mandates for Major Office-Based Employers \$N/A
- Strategy EN8: Expand Clean Vehicle Initiatives \$4 billion
- Strategy EN9: Expand Transportation Demand Management Initiatives \$1 billion

For more information regarding these strategies, please visit the following link:

<http://mtc.legistar.com/gateway.aspx?M=F&ID=7994dcad-0487-452a-86b6-0600b223969e.pdf>



Plan Bay Area 2050 Growth Geographies

- Priority Development Area*
- Priority Production Area
- Transit-Rich Area (Outside High Resource Area)
- Transit-Rich Area (Within High Resource Area)
- High Resource Area with Basic Bus Service**
- Regional Rail Station
- Regional Transit (Existing)
- - - Regional Rail (Blueprint)***

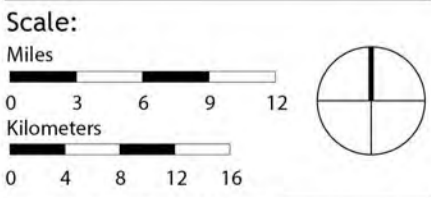
*Priority Development Areas are locally designated geographies that, in general, meet state Transit Priority Area criteria as well as additional MTC/ABAG criteria.

**Peak headways of 16 to 30 minutes (January 2020).

***Includes intercity rail, commuter rail, and heavy rail systems. New Transbay Rail Crossing alignment is representative only.

Areas shown are conceptual, and do not supersede local government land use authority. Specific levels and types of development will be determined through local planning.

The following areas are excluded from the map: Wildland urban interface areas; Areas of unmitigated sea level rise (i.e., areas at risk from sea level rise through year 2050 that lack mitigation strategies in Plan Bay Area 2050 Environment Element); Areas outside locally-adopted urban growth boundaries; and Parkland and other open spaces within urbanized areas identified in the California Protected Areas Database. To complement adopted PDAs, High-Resource and Transit -Rich Areas are shown in jurisdictions that have nominated a total land area for PDAs that is less than 50% of the area within its boundaries eligible for PDA designation. Specific land uses analyzed in these locations in the Blueprint are expected to vary based upon local and regional context.



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NORTH BAY COUNTY TRANSPORTATION AGENCIES

September 10, 2020

Via Electronic Mail

Page 1 of 2

Therese McMillan, Executive Director
Metropolitan Transportation Commission (MTC)
 Bay Area Metro Center
 375 Beale Street, #800
 San Francisco, CA 94105-2066

RE: Plan Bay Area 2050

Dear Therese:

We are extremely appreciative that staff is proposing to include many of the North Bay's highest priority projects in Plan Bay Area 2050, such as State Route 37 improvements and a number of other transit and roadway projects. Providing regional support is key to allowing these projects to advance, supporting much-needed mobility improvements for the area's workers, residents, and visitors. Continuing to make progress on these projects is especially important in these challenging economic times. The American Recovery and Reinvestment Act in 2009 taught us well that construction and infrastructure projects, including transportation, are an essential employment and economic activity that can spur economic growth.

Nevertheless, we are writing to convey some comments pertaining to the proposed "all-lane tolling" strategy for Plan Bay Area 2050.

First, tolling could create equity issues for many of the North Bay's low-income workers, and tolling freeways would be a significant change for all users of those facilities, but particularly for lower income workers. This is especially concerning at this time, when many in our communities are facing severe financial pressures. We urge you to pay particular heed to the challenges posed for low income communities in your assessment of the tolling strategy.

Second, we will likely get significant public push back from residents and travelers concerned about a tolling proposal – and our general concern is the timing and the potential that public outcry will delay the plan, projects, or both. It is crucial to consider the public reaction and to undertake significant public outreach before settling on any specific parameters. Since that outreach would primarily occur at the time of the study, it also seems premature to identify specific freeway segments or other operational details associated with this strategy as part of Plan Bay Area 2050.

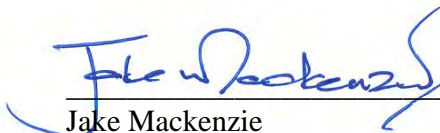
We recognize the challenges presented by SB375 with respect to meeting regional GHG emission targets, as well as the extraordinary staff work that has gone into the Blueprint development so far. We do not argue that the region should be (and is) undertaking very serious efforts to both prevent and prepare for the impacts of climate change. It is also increasingly apparent that the need to demonstrate compliance with the state's established GHG targets is creating very challenging local dynamics. We may wish to consider dialoging with State agencies in coordination with the State's other mega-regions to identify tenets that result in more practicable long range plans and policies that achieve both regional and the state goals.

Thank you for your consideration. Please don't hesitate to contact any of us for further discussion.

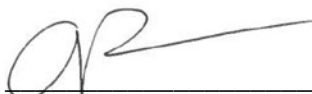
Sincerely,



Damon Connolly
MTC Commissioner, Marin County



Jake Mackenzie
MTC Commissioner, Sonoma County



Alfredo Pedroza, Vice Chair
MTC Commissioner, Napa County



David Rabbitt
MTC Commissioner, Sonoma County



James Spering
MTC Commissioner, Solano County

Cc: Scott Haggerty, MTC Chair and Alameda County Board of Supervisor



MTC Plan Bay Area 2050 Update

TAM Board of Commissioners September 24, 2020

Plan Bay Area Background

- Regional Transportation Plan (RTP) is a federal and state mandated process
- In 2008, SB 375 integrated transportation & land use planning to meet greenhouse gas (GHG) reduction targets – Sustainable Community Strategy (SCS):
 - Show how region meets GHG goals
 - Show how the region will house its population
- Allows transportation projects to meet air quality requirements, a condition of regional, state and federal funding

MTC/ABAG's Plan Bay Area 2050 Overview

*Vision: Ensure by the year 2050 that the Bay Area is **affordable**, **connected**, **diverse**, **healthy** and **vibrant** for all.*

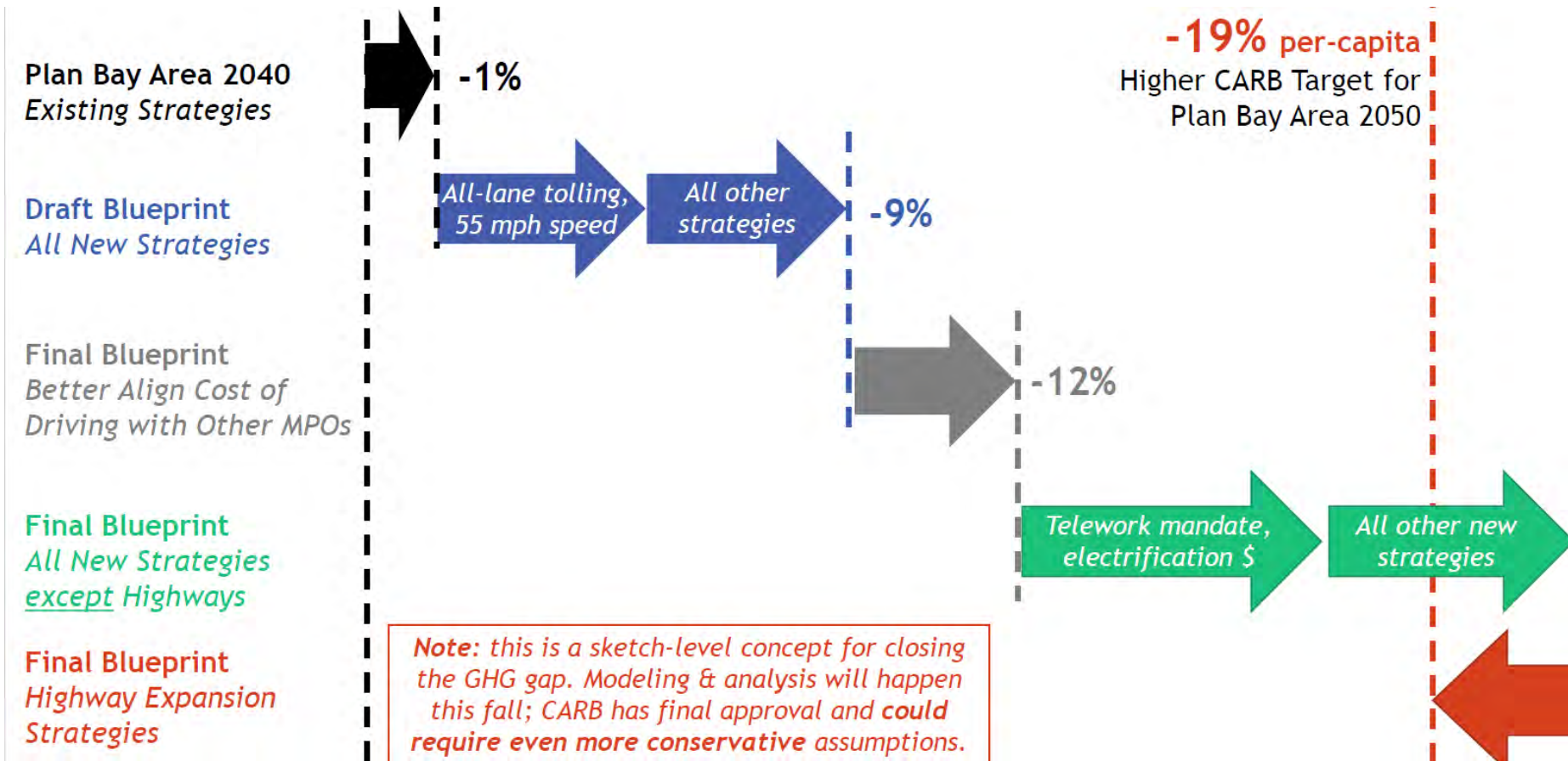
Cross-Cutting Issues



Plan Bay Area 2050

- **Transportation** Strategies
- **Housing** Geographies & Strategies
- **Economic** Geographies & Strategies
- **Environmental** Strategies

Plan Bay Area 2050 Must Meet a More Ambitious Greenhouse Gas Reduction Target Under SB 375



Transportation Projects

- All TAM requested projects included in the plan
 - State Route 37
 - GGBHTD Service Enhancements
 - RSR Westbound Joint Use Lane
- Marin Resilience Projects included

Transit Capacity Increasing	San Rafael Transit Center Relocation
	Marin Transit O&M Facility
	Larkspur Ferry Parking Garage
	Bus On Shoulder on Highway 101
Roadway Capacity Increasing	Marin Sonoma Narrows
	US 101/I-580 Direct Connector
	RSR Westbound Joint Use Lane
	Resilient State Route 37
Programmatic Category	Novato Boulevard
	Minor Highway Improvements
	New Bicycle & Pedestrian Facilities
	Management Systems
	Safety and Security
	Travel Demand Management
	Intersection Improvements
	Multimodal Streetscape Improvements
	Planning
Emission Reduction Technology	
O&M	Transit Operations
	<i>GGBHTD Express Bus and Ferry Expansion</i>
	Transit Capital
	Local Streets and Roads

Regional Growth Framework

Protect



Areas outside Urban Growth Boundaries (including PCAs)



Unmitigated High Hazard Areas

Prioritize



PDAs



PPAs



TRAs:
Frequent Regional Rail



TRAs*
All Other

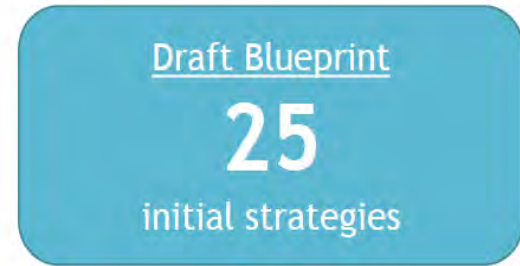


HRAs*

* Applies to all jurisdictions except those that have already nominated more than 50% of PDA-eligible areas



Plan Strategies



What's next?



September

- Report Out on Public & Stakeholder Engagement
- Action on Final Blueprint Strategies & Growth Geographies

October

- Notice of Preparation for EIR
- Scoping Process & EIR Alternatives Development

November

- Kickoff for Implementation Plan (*focused on next 5 years*)

December

- Release of Final Blueprint
- Action on Preferred Alternative for Plan Bay Area 2050 EIR

Spring 2021

- Release of Draft Plan, Draft EIR, Draft Implementation Plan
- Final Round of Public Engagement

RHNA Process

- Housing Methodology Committee recommendation to ABAG Executive Board in October
- Draft RHNA numbers and input process will occur in fall
- Final RHNA adoption in 2021



Questions and Discussion

Derek McGill
TAM Planning Manager

dmcgill@tam.ca.gov